Table Of Contents

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-LLL Disclosure of Lobbying Activities
   - (Mail-In Signature Page): Required Signature Page - Please sign & mail in.

Additional Information to be Submitted

1. HSIPR Track 1a - FD/Construction Application Form (Required; Upload template as an attachment)
   - (Upload #1): Dwight North 1A
2. Track 1a FD/Construction and Track 4 Supporting Form (General Info, Detailed Captial Cost Budget, Annual Capital Cost Budget, Project Schedule) (Required; Upload template as an attachment)
   - (Upload #2): Dwight North Support form
3. Preliminary Engineering (PE) Materials (Required; Upload your own document as an attachment)
   - (Upload #3): Dwight North - PE
   - (Upload #4): Dwight North - PE
   - (Upload #5): Dwight North - PE
   - (Upload #6): Dwight North - PE
   - (Upload #7): Dwight North cost Estimate
   - (Upload #8): Dwight North - PE
4. NEPA Documentation (Required; Upload your own document as an attachment)
   - (Upload #9): Dwight North CE
5. Project Management Plan or Equivalent (Required; Upload your own document as an attachment)
   - (Filing Detail): See Section E1 of 1A application.
6. Stakeholder Agreements (Required; Upload your own document as an attachment)
   - (Upload #10): Stakeholders Agreement Amtrak 1
   - (Upload #11): Amtrak Stakeholders Agreement 2
   - (Upload #12): Stakeholders - IL/MO
   - (Upload #13): Dwight North - Multi-State MOU
   - (Upload #14): Stakeholders - IDOT/UP MOU
   - (Upload #15): Dwight North - amtrak Agreement in Principle
7. Financial Plan or Equivalent (Required; Upload your own document as an attachment)

- (Filing Detail): See Section E3 of 1A application.

8. SF424C-Construction Budget (Required; Upload template as an attachment)
   - (Upload #16): Dwight North - 424C
9. SF424D Assurances-Construction (Required; Upload template as an attachment)
   - (Upload #17): 424C - Dwight North
10. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
    - (Upload #18): Dwight North - assurances and Certifications
11. Project NEPA Determination Document - Record of Decision, Finding of No Significant Impact, or CE Determination (Optional; Upload your own document as an attachment; Required prior to award)
12. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
13. Map of Planned Investments (Optional; Upload your own document as an attachment)
    - (Upload #19): Dwight North - Map
14. Additional Supporting Documents (Optional; Upload your own document as an attachment)
    - (Upload #20): Dwight North - RTC analysis
    - (Upload #21): Dwight North - ROW Value

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424 Version 02

* 1. Type of Submission:	* 2. Type of Application:	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

* 3. Date Received:	4. Applicant Identifier:
08/24/2009	

5a. Federal Entity Identifier:	* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	08/24/2009	7. State Application Identifier:	

8. APPLICANT INFORMATION:

* a. Legal Name:	Illinois Department of Transportation

* b. Employer/Taxpayer Identification Number (EIN/TIN):	* c. Organizational DUNS:
37-1355033	133600754

d. Address:

* Street1:	JRTC Suite 6-600
Street2:	100 W.Randolph
* City:	Chicago
County:	
* State:	Illinois
Province:	
* Country:	UNITED STATES
* Zip / Postal Code:	60601-3229

e. Organizational Unit:

Department Name:	Division Name:
Illinois Department of Transpo	DPIT

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:	Mr.	* First Name:	George
Middle Name:	E.		
* Last Name:	Weber		
Suffix:			

Title:	Bureau Chief, Railroads

Organizational Affiliation:
Illinois Department of Transportation

* Telephone Number:	312-793-4222	Fax Number:	312-793-1251

* Email:	george.weber@illinois.gov

Application for Federal Assistance SF-424 Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-09-002

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)

13. Competition Identification Number:

FR-HSR-09-002-010440

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)

14. Areas Affected by Project (Cities, Counties, States, etc.):

Dwight, Wilmington and Joliet and environs (Livingston and Will Counties)

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424 Version 02

16. Congressional Districts Of:

* a. Applicant: Illino
* b. Program/Project: 11th C

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: 10/02/2009
* b. End Date: 10/01/2011

18. Estimated Funding ($):

* a. Federal	83466040
* b. Applicant	0
* c. State	0
* d. Local	0
* e. Other	4589636
* f. Program Income	0
* g. TOTAL	88055676

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ **** I AGREE**

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. * First Name: George
Middle Name: M.
* Last Name: Weber
Suffix:

* Title: Bureau Chief

* Telephone Number: 312-793-4222 Fax Number: 312-793-1251

* Email: george.weber@illinois.gov

* Signature of Authorized Representative: * Date Signed:

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)
Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424 Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Upload #1

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North 1A

Project Name: IL-Dwight-Joliet Siding Improvement *Date of Submission:* 08/24/09 *Version Number:* 1

High-Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1a–Final Design (FD)/Construction & Track 4–FY 2009 Appropriations Projects

Welcome to the Track 1a Final Design (FD)/Construction and Track 4 Application for the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1a FD/Construction and/or Track 4 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete the HSIPR Application electronically. See Section G for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1a and/or Track 4 project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your FD/Construction Project, please indicate "N/A."
- Narrative questions should be answered concisely within the limitations indicated.
- Applicants must upload this completed application and all other application materials to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Applicant Information

(1) Application Point of Contact (POC) Name: **Mr. George Weber**		**POC Title:** **Bureau Chief, Railroads**		
Street Address: JRTC, Suite 6-600, 100 W. Randolph	**City:** **Chicago**	**State:** **IL**	**Zip Code:** **60601**	**Telephone Number:** **312-793-4222**
Fax: 312-793-1251		**Email: george.weber@illinois.gov**		

Form FRA F 6180.133 (07-09)

(2) Name of lead State or organization applying *(only States may apply for Track 4)***:** The Illinois Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group *(if applicable)***:** N/A

(4) Is this project for which you are applying for HSIPR funding related or linked to additional applications for HSIPR funding that may be submitted in this or subsequent rounds of funding? ☒ Yes ☐ No ☐ Maybe

If "yes" or "maybe," provide the following information:

Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Proposed *(if known)*	Status of Application
IL-Chicago-St Louis-Double Main/PTC	IDOT	Track 2	$2,420,000,000	Will Apply
IL-Chicago-StL Corr-Stas/Platfs/Parking	IDOT	Track 2	$108,000,000	Will Apply
IL-Dwight-St. Louis - Siding Improvement	IDOT	Track 1a - FD/Construction	$92,592,646	Applied
IL-Chicago-St. Louis - Double-Track NEPA	IDOT	Track 3	$1,250,000	Applied
		Track 1a - FD/Construction	$	Applied
		Track 1a - FD/Construction	$	Applied
		Track 1a - FD/Construction	$	Applied
		Track 1a - FD/Construction	$	Applied

Project Name: IL-Dwight-Joliet Siding Improvement *Date of Submission:* 08/24/09 *Version Number:* 1

B. Project Overview

(1) FD/Construction Project Name: IL-Dwight-Joliet Siding Improvement

(2) Indicate the Track under which you are applying: Track 1a - FD/Construction
*Please note if you are applying for Track 1a–FD/Construction and Track 4 concurrently, you must submit **two separate versions** of this application into www.GrantSolutions.gov (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).*

(3) Indicate the activity(ies) for which you are applying *(check both if applicable)*:
☒ Final Design ☒ Construction

(4) What are the anticipated start and end dates for the FD/Construction Project? *(mm/yyyy)*
Start Date: 10/2010 **End Date:** 10/2011

(5) Total Cost of the FD/Construction Project (year of expenditure (YOE) Dollars*): $ 88,055,676

Please provide proposed inflation assumptions and methodology, if applicable in the space below. *Please limit response to 1,000 characters.*

4% per year inflation from current-year dollars is presumed to arrive at YOE dollars

Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program: (YOE Dollars**) $ 83,466,040

Indicate percentage of total cost to be covered by matching funds 5.2 %
Applications submitted under Track 4 require at least a 50 percent non-Federal match to be eligible for HSIPR funding.

***** Year-of-Expenditure (YOE) dollars are inflated from the base year.
** This is the amount for which the applicant is applying.

(6) Project Overview Narrative. *Please limit response to 5,000 characters.*

Provide an overview of the main features and characteristics of the FD/Construction Project, including:

- The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation).
- Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates.
- How the project was identified through a planning process and how the project is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the project.

The Dwight-Joliet Siding Improvement Project is the second phase of the development of the Chicago - St. Louis HSR Corridor Project. This route has been designated as a 110 MPH HSR Corridor for the Midwest Regional Rail Initiative. The project is located entirely within the State of Illinois between the cities of Dwight and Joliet on the Union Pacific Railroad's Joliet Subdivision. See supporting documents.

This Phase consists of the final design and construction of a new 2.3-mile passing siding at Mazonia and the construction

of 7.0 miles of new 2nd main track, each including accompanying signal, bridge, road crossing and intermediate crossover work. These additions are required to more reliably operate existing Amtrak passenger and UPRR freight service on the Corridor. The new Mazonia passing siding and new 2nd main track, are located between Dwight and Joliet, IL. The improvements will immediately enhance the reliability of both Amtrak and UPRR trains, reducing delay times and increasing average speeds. The projects also support the subsequent Joliet - St. Louis HSR "full-build" and stations projects that will facilitate 110 MPH operations and increased Amtrak service on this corridor.

This project will benefit existing medium- and long-distance Amtrak services, including: the Lincoln Service between Chicago and St. Louis; the Missouri River Runner trains between St. Louis and Kansas City, MO; and the Texas Eagle between Chicago and St. Louis, and on to Little Rock, AR, Dallas/Ft. Worth, TX, and Los Angles, CA. These trains serve Chicago, one suburban Chicago stop, and eight intermediate stops to St. Louis. UPRR, which operates 6+ daily freight trains on this corridor (varies by section of line), will also experience a reduction in delays.

The lack of a siding near Mazonia and limited sections of 2nd main track between Dwight and Joliet seriously undermine current operations. Some existing sidings on this line are suitable only for 10 mph or in some cases are not fully passable. As a result, when Amtrak trains meet others, passenger trains regularly enter one end of a siding, wait for the opposing train to pass, back out, then resume in a forward direction. This is extremely inefficient and time-consuming, causing poor on-time performance and requiring additional pad in the schedule to protect schedule reliability. Poor reliability and longer schedules undermine the marketability of service and the feasibility of connecting service in Chicago. The proposed improvements, identified during UP/Amtrak operations analysis, will permit trains to more expeditiously pass without the unacceptable need to back out of sidings. This is a logical and necessary step in the incremental development of HSR in this corridor and provides critical capacity enhancements for the more robust HSR service. By improving reliability and trip time, and ultimately enhancing the marketability of intercity passenger rail service, the improvments will support a more regionally and modally balanced transportation system. According to the 2003 Final EIS for the Dwight-St. Louis section, 99% of the 35 million trips made annually in this corridor are via auto and air. Improving intercity passenger rail will divert more users to rail, improving utilization and providing benefits to the human environment.

In the longer term this project will support capacity and trip time improvements necessary for future increased frequency and 110 MPH service in the 284-mile Chicago-St. Louis Corridor. The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004. The EIS and the ROD were specific to the Dwight-St. Louis section of this line.

The improvements proposed in this application will provide for independent utility, whether or not HSR service is implemented, by improving reliability/trip time for existing Amtrak services, and added capacity for freight service. Further, these improvements will support and complement the subsequent Track 2 Chicago-St. Louis Double Main/PTC and Stations Projects. The proposed work associated with the Mazonia siding will occur within existing UP ROW. The new 2nd main track requires property acquisition.

(7) Status of Activities: Are any FD or Construction activities that are part of this planned investment underway or completed?

☐Yes (Final Design) ☐Yes (Construction) ☒No

If "Yes," please describe the activities that are underway or completed in the table below.[1] *If more than three activities, please detail in Section F of this application.*

[1] Please note: (a) requests for reimbursement of costs incurred prior to enactment of the relevant appropriations will not be considered and (b) supporting documentation for activities may also be required as noted in Appendix 2 of the HSIPR Guidance.

Activity	Description	Completed? (If yes, check box)	Actual Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
		☐		
		☐		
		☐		

(8) Describe the project service objectives *(check all that apply):*

☐ Additional Service Frequencies
☒ Improved Service Quality
☒ Improved On-Time Performance on Existing Route
☒ Increased Average Speeds/Shorter Trip Times
☐ Other *(Please Describe):*

(9) Types of capital investments contemplated *(check all that apply):*

☒ Structures (bridges, tunnels, etc.)
☒ Track Rehabilitation
☒ New or restored sidings/passing tracks
☐ Major Interlockings
☐ Station(s)
☒ Communication, Signaling and Control
☐ Rolling Stock Refurbishments
☐ Rolling Stock Acquisition
☐ Support Facilities (Yards, Shops, Admin. Buildings)
☒ Grade Crossing Improvements
☐ Electric Traction
☐ Other *(Please Describe)*:

(10) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the FD/Construction Project area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of Agreements to Implement Projects
Class 1 Freigh	Union Pacific Railroad	22.08	31.4	Preliminary Executed Agreem
Amtrak	Union Pacific Railroad	22.08	31.4	Master Agreement in Place
Amtrak				Master Agreement in Place

(11) Services. Provide information for all existing rail services within project boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations[2] within Project Boundaries	Notes
		Passenger	Freight			
Intercity Pa	Amtrak	79	0	22.08	10	Eight "Lincoln Service" plus two "Texas Eagle"
Freight	UPRR	0	60	22.08	6+	Number varies by line section
Commuter						

(12) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the project. *Please limit response to 1,000 characters.*

Existing Amtrak diesel locomotives and cars that are used on the current Lincoln Service and Texas Eagle trains will continue to be used upon completion of this project. New 110 MPH-capable diesel locomotives and cars will be procured for the 110 MPH service. These cars and/or locomotives may enter Chicago-St. Louis service prior to completion of all the improvements required for the full 110 MPH Chicago-St. Louis HSR Service.

(13) Intercity Passenger Rail Operator. Provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) upon completion of the planned investment (e.g., Amtrak).
Name of Operating Partner: Amtrak
Status of Agreement: No agreement, but partner supports project

(14) Benefits to Other Types of Rail Service(s). Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen?
☒ Yes ☐ No
If "Yes", provide further details in Section E, Question 2.

[2] One daily round-trip train operation should be counted as two daily one-way train operations.

Project Name: IL-Dwight-Joliet Siding Improvement *Date of Submission:* 08/24/09 *Version Number:* 1

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance *(only States may apply for Track 4)***:**

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☒ Amtrak in cooperation with a State or States

(2) Establish Completion of Preliminary Engineering. In the space(s) below, please list the documents that establish completion of Preliminary Engineering for the project covered by this application. See HSIPR Guidance Appendix 2.2. If more than four references need to be listed, please place the additional information in Question F.

Document Name	Completion Date (mm/yyyy)
UPRR Conceptual Capacity Straightline - Joliet Subdivision	08/2009
UPRR Plots of Proposed Mazonia Siding and New 2nd Main Track	08/2009
UPRR Cross-Sections of Proposed Track(s)	08/2009
UPRR Cost Estimates for Mazonia Siding and New 2nd Main Track	08/2009

(3) Establish Completion of NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Documentation	Date *(mm/yyyy)*	Describe How Documentation Can be Verified
☒ Categorical Exclusion Documentation	08/2009	See Attached
☐ Final Environmental Assessment		
☒ Final Environmental Impact Statement	01/2003	http://www.dot.state.il.us/hsrail/highspdinfo.html

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available).

Documentation	Date *(mm/yyyy)*	Hyperlink *(if available)*
☐ Categorical Exclusion Determination		
☐ Finding of No Significant Impact		
☒ Record of Decision	01/2004	http://www.fra.dot.gov/downloads/rrdev/chi-stlouis_rod.pdf

D. Public Return on Investment

(1) 1A. Transportation Benefits. *See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters:*

How is the project anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following *(please provide a level of detail appropriate to the type of investment):*

- IPR network development: Describe improvements to intermodal connections and access to stations as well as actual and potential expansions to the IPR network that may result from the project (including opportunities for interoperability with other services).
- IPR service performance improvements *(also provide specific metrics in table 1B below)*: Please describe service performance improvements directly related to the project, as well as a comparison with the existing service (*without project*). Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, expressed in passenger-minutes), and other relevant performance improvements.
- IPR service results *(also provide specific metrics in table 1B below)*: Describe relevant outcomes of the service improvement such as increases in ridership, passenger-miles, and other results in comparison with the existing service (*without project*).
- Suggested supplementary information (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the FD/Construction Project, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to safer IPR service.
  - Cross-modal benefits from the FD/Construction Project, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Describe any planned investments in other modes of transportation that may be avoided or delayed due to the improvement to IPR service that will result from the project.

The primary purpose of this project is to improve existing passenger train-freight meet locations and operations on the section of the corridor between Dwight and Joliet, IL to reduce delays and improve reliability. This leads to increased average speeds, including by directly increasing speeds on passing sidings and through expanded sections of double-mains. The performance of this project in combination with a companion project south of Dwight is anticipated to improve Amtrak on-time performance at the endpoint terminals of the corridor from the existing 75% to a projected 85%.

This project is also a necessary step to lay the foundation for further infrastructure improvements to allow for the establishment of 110 MPH HSR service within the corridor. This future service, which requires additional capacity and reliability over the current service, will also beneift by this project. The 2003 Final EIS projected that the full implementation of 110 MPH HSR service within the Chicago - St. Louis Corridor would reduce Amtrak travel times from a current schedule of about 5-1/2 hours to between 4 and 4-1/2 hours. This is approximately 1 to 1-1/2 hours shorter than travel times achievable by automobile and bus. Because the passenger rail stations are located in the downtowns of Chicago and St. Louis, as well as the on-line cities, downtown-to-downtown rail passenger travel time between these two cities will be more comparable to air travel.

The 2003 study projected that the 110 MPH HSR service would attract approximately 601,700 annual riders, approximately 50% higher than anticipated with the No-Build Alternative. Approximately 31% of HSR passengers were projected to be diverted from other modes of travel between Chicago and St. Louis.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated transportation benefits and ridership changes projected to result from the project. Please do not include benefits and changes that would occur even if the project is not implemented (for example, as a result of population or economic growth factors).

Project/Program Metric	Actual— FY 2008 levels	Projected Totals by Year (Actual Levels Plus Project-Caused Changes Only)		"X" If N/A or Unsure
		First Full Year After Project Completion	Fifth Full Year After Project Completion	
Annual passenger-trips	476,427	476,427	n/a	☐
Annual passenger-miles (millions)	135.3	170.0	n/a	☐
Annual IPR seat-miles offered (millions)	202.3	202.3	n/a	☐
Average number of daily round train trip operations (typical weekday)	5	5	n/a	☐
On-time performance (OTP)[3] – percent of trains on time at endpoint terminals	75%	85%	n/a	☐
Average train operating delays: minutes of en-route delays per 10,000 train-miles[4]	686	234	n/a	☐
Top operating speed (mph)	79	79	n/a	☐
Average scheduled operating speed (mph) (between endpoint terminals)	50.1	50.1	n/a	☐

(2) 2A. Economic Recovery Benefits. *This section is required for Track 1a, and optional for Track 4. Please limit response to 4,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.*

Describe the contribution the FD/Construction Project is intended to make towards economic recovery and reinvestment, including information on the following:

- How the project will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the project will affect job creation (consider the construction period vs. operating period)
- How the project will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period vs. operating period)
- How the project will result in increases in efficiency by promoting technological advances.
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the project was identified as a solution to a wider economic challenge)

[3] As calculated and reported by Amtrak according to its existing procedures and definitions. An example can be found at page E-7 of the May 2009 Monthly Performance Report at http://www.amtrak.com/pdf/0905monthly.pdf. 'On-time' is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

[4] As calculated by Amtrak according to its existing procedures and definitions. Useful background can be found at pages E-1 through E-6 of Amtrak's May, 2009 Monthly Performance Report at http://www.amtrak.com/pdf/0905monthly.pdf

- If applicable, how the project will help to avoid reductions in State-provided essential services.

This project is expected to create significant near-term economic benefits for the Livingston and Will Counties region and the State of Illinois. Illinois' economic benefits from the project would be driven primarily by an increase in construction spending which will generate a short-term increase in demand for construction-related labor and materials as well as engineering and technical services. The net impact of this project will be jobs and wealth created across the regional economy and, to some extent, other regions where materials and goods are produced.

Overall, the project is projected to generate approximately $257 million in real economic output (2009$) with $184 million dollars of economic output projected to be generated in 2010. This represents the significant short term economic impact generated by the project.

To quantify the near-term economic benefits of this project, an analysis was conducted utilizing Bureau of Economic Analysis (BEA) RIMS II multipliers which classify each capital cost category according to industrial sectors. This analysis utilizes RIMS II data for the State of Illinois and for Livingston/Will Counties. The multipliers estimate two types of impacts:

- Direct Impacts: Direct impacts represent new spending, hiring, and production by civil engineering and construction companies to accommodate the demand for resources in order to complete the project.
- Indirect/Induced Impacts: Indirect impacts result from the quantity of inter-industry purchases necessary to support new demands on the construction industry. Supplying the construction industry will also stimulate production and help preserve or create new jobs to meet the additional demand. Induced impacts stem from the re-spending of wages earned by workers benefitting from the direct and indirect activity within the area. For example, as demand increases for construction services, those workers will spend some portion of their increased earnings at local retailers, restaurants and other places of commerce.

The projected short term economic impacts of this project are:

Direct Impacts
Employment (Average Annual FTE Employment):199
Earnings (2009$) $20.6
Output (2009$) $53.7
Indirect/Induced Impacts
Employment (Average Annual FTE Employment):392
Earnings (2009$) $35.0
Output (2009$) $203.4
Total Impacts
Employment (Average Annual FTE Employment): 591
Earnings (2009$) $55.6
Output (2009$) $257.1

Beginning in 2010, the project is expected to generate significant economic benefits for the region. An estimated average of 591 jobs will be created annually by the project, including an average of 199 direct jobs per year.

In total, the project is projected to create 1,183 person years of employment, including 399 direct job person years. Not surprisingly, civil engineering/construction industry is estimated to receive the largest increase in jobs from the project (311 person years). The industries that will see the largest number of indirect jobs created include manufacturing (211 person years), retail trade (107 person years), professional services (88 person years) and health care (83 person years).

It is also important to consider the quality of the jobs that would be created by the project, which can be most easily measured by the number of jobs created at various levels of compensation. It is projected that the majority of jobs generated by the project (approximately 840 person years) would receive compensation above $40,000/year, indicating that the project would generate above average paying jobs that would help stimulate the regional economy.

The amount of short-term economic activity generated by the project is significant, with over $184 million dollars of economic output generated in 2010.

2B. Job Creation: Provide the following information about job creation through the life of the FD/Construction Project. Please consider construction, maintenance, and operations jobs.

	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
Anticipated number of annual onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	199	n/a	n/a

(3) Environmental Benefits. *Please limit response to 4,000 characters.*

How will the FD/Construction project improve environmental quality, energy efficiency, and reduction in the Nation's dependence on oil? Address project-caused changes in the following:

- Any projected reductions in key emissions (CO2, O^3, CO, PMx, and NOx) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing service for the first and fifth years of full operation *(provide supporting documentation if available).*
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

The 2003 Final EIS for the Chicago-St. Louis High Speed Rail Project indicates that the full implementation of the 110 MPH service (of which this project is the 2nd phase) will result in the following improvements to the Human Environment:

"The Preferred Alternative will result in lower volatile organic compound, carbon monoxide, and nitrogen oxide emissions from passenger transportation sources in the corridor than under No-build conditions."

"HSR service as part of the Preferred Alternative will be more energy efficient than Amtrak service under the No-Build Alternative; will improve rail passenger service's relative energy efficiency over air and automobile travel; and will be more competitive with bus travel's energy consumption rate. With HSR, total annual energy consumption for all passenger travel in the corridor will also be lower than with the No-Build Alternative."

Existing ridership in the HSIPR Corridor is significant, with almost one-half of one million passenger trips carried annually. This project will improve on-time performance and reduce train travel times in the corridor, making train travel more attractive. For illustrative purposes, even if the project itself only increased annual ridership by one (1) percent (assuming 100% mode shift from automobile to train travel; a shift from airplane to train travel would likely yield even higher results), the resulting annual environmental benefits for the first and fifth years could be similar to the following:

- Reduce vehicle miles of travel by 1.3 million;
- Reduce fuel consumption by 83,500 gallons, reducing dependence on oil;
- Reduce volatile organic compound (VOC) emissions by 1,400 pounds;
- Reduce carbon monoxide (CO) emissions by 30,000 pounds;
- Reduce oxides of nitrogen (NOx) emissions by 1,900 pounds;
- Reduce carbon dioxide (CO2) emissions by 800 tons; and
- Reduce particulate (PM10) emissions by 100 pounds.

(4) Livable Communities Project Benefits Narrative. (*For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.*

How will the FD/Construction Project foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

The Chicago-St. Louis HSR Corridor bisects the State of Illinois, connecting two of the midwest's largest cities, Chicago, IL and St. Louis, MO. These two cities have a combined population of 3,244,205 (2000) and millions more live within the metropolian areas of these cities. The corridor also serves other major Illinois metropolitan centers including Joliet, Bloomington-Normal and Springfield, each with significant populations.

Both Chicago and St. Louis have well established bus and rail transit systems and already provide multi-modal connections to the Amtrak stations that are the endpoints of the corridor. Additionally, many of the other towns and cities served by the Corridor also have bus systems that serve their respective Amtrak stations (such as Joliet, Springfield and Bloomington-Normal). These well developed mass transit systems will compliment and provide continued feeder service to the HSR system.

The Chicago central business district (CBD) is characterized by very dense, transit-oriented development that is pedestrian-friendly and bicycle-friendly. Stations along Chicago's regional rail network (with connections to the HSR corridor) also provide numerous examples of transit-oriented development that combine residential and retail uses. The 2040 Regional Framework Plan (adopted by the former Northeastern Illinois Planning Commission) recognizes the interdependence of transportation and land use and provides guidance for the development of "compact, mixed-use development and redevelopment; jobs and housing balance; transit-oriented development…" Smaller metropolitan communities along the corridor, such as Joliet, Bloomington-Normal and Springfield, also provide housing, employment and retail in close proximity to the HSR Corridor station areas.

E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative: *Please provide separate responses to each of the following. Additional information on project management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications. *Please limit response to 2,000 characters.*
Management experience: Does the applicant have experience in managing rail investment projects and managing projects of a similar size and scope to the one proposed in this application?

☒ Yes - Briefly describe experience (brief project(s) overview, dates)
☐ No- Briefly describe expected plan to build technical and managerial capacity; provide reference to Project Management Plan.

IDOT has successfully managed previous capital improvement and service enhancement projects on the Chicago-St. Louis and other passenger rail corridors in the State of Illinois. A significant commitment by the State to double the support given to Amtrak services on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years.

1B. Describe the organizational approach for the different project stages included in this application (final design, construction), including the roles of staff, contractors and project stakeholders in implementing the project. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 2,000 characters.*

IDOT and the host railroads cannot manage this project alone. Consultant expertise (including a significant amount of minority/disadvantaged business participation) will be required to complete these and the full build-out projects on time and within budget.

1C. Does the FD/Construction Project require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to, or discussion of, potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions.)

☐ YES- If yes, explain and provide a timeline for obtaining the waivers
☒ NO

Please limit response to 1,500 characters.

1D. Provide a preliminary self-assessment of project uncertainties and mitigation strategies (consider funding risk, schedule and budget risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. *Please limit response to 2,000 characters.*

No significant risks are anticipated with this project. The siding improvement project is located within existing UPRR property, so major property acquisition or mitigation activities will not be an issue. Portions of the work associated with the new 2nd main track may be outside the UPRR property limits, but property acquisition will be minimized and appropriate mitigation measures will be enacted. The trackwork, structural, communications and signaling upgrades included in this project are not atypical or complicated for railroad infrastructure upgrade projects, and are not anticipated to present any significant construction or schedule risk. Working in proximity to active railroad tracks is not without its hazards, but the selection of a prime contractor will emphasize previous success in implementing and completing construction projects next to an active railroad.

(2) Stakeholder Agreements Narratives. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in

framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the "Right-of-Way Ownership" and "Service Description" tables in Section B. If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on project design and scope, project benefits, project implementation, use of project property, project maintenance, scheduling, dispatching and operating slots, project ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 2,000 characters.*

Preliminary executed agreement/MOU has been established between IDOT and the UPRR.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in "Services" table in the Project Overview section above. Address project benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 2,000 characters.*

Amtrak will continue to provide service within the corridor per current agreements. As noted in other responses the agency has been highly supportive of the Chicago-St. Louis HSR project since its inception.

2C. Selection of Operator – This question applies to Track 1a only. If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the project or of the operations that it enables or improves. *Please limit response to 1,000 characters.*

Amtrak is the operator of the existing Lincoln Service and Texas Eagle trains and will continue to operate this service after the infrastructure improvements are completed. Amtrak has been the operator of the Chicago-St. Louis corridor services for 38 years and has been a willing and supportive partner in numerous service enhancements over that time. These include innovative equipment, schedule interlining initiatives and significant expansion of services/frequencies.

2D. Other Stakeholder Agreements – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 2,000 characters.*

A Midwest HSR Corridor Memorandum of Understanding involving the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the City of Chicago for "The Implementation of High-Speed Rail Passenger Service and Connections Involving Corridors Linking Cities in their Respective States" was signed on July 27, 2009. This establishes the MOU participant's respective roles and responsibilities regarding the implementation of HSR service.

2E. Agreements with operators of other types of rail service – Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 2,000 characters.*

The Union Pacific Railroad will contribute its ROW at no cost to this project. The estimated value of this ROW is $4.6 million.

(3) Financial Information.

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[5]	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
UPRR	New	Committed		$4.6 million	5.2%	UP ROW valuation
	New	Committed				
	New	Committed				

3B. Capital Investment Financial Agreements: Describe any cost sharing contribution the applicant intends to make towards the FD/Construction Project, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 2,000 characters.*

The UPRR will provide its property at no cost to the project. The estimated value of this property is $4.6 million.

3C. Operating Financial Plan: Does the applicant expect that the State operating subsidy requirements for the benefiting intercity passenger rail service will significantly increase, **as a result of the project**, during the first five years after project completion? ☐ Yes ☒ No

If "Yes," please complete the table below (in YOE dollars) and answer the following questions. *Please limit response to 2,000 characters.*

(a) How did you project future State operating subsidies for the benefiting service(s); and

(b) What are the source, nature, and likelihood of the funding that will enable the State to finance the projected increases in annual operating subsidies due to the project?

[5] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project/program without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project/program, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project/program.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Subsidy	Actual— FY 2009 levels (YOE Dollars)	Projected Totals by Year (Actual Levels Plus Project Caused Changes Only) (YOE Dollars)	
		First Full Year After Project Completion	Fifth Full Year After Project Completion
State operating subsidy (total for all benefiting services)	$11.1 million	n/a	n/a

(4) Financial Management Capacity and Capability – Provide audit results and describe applicant capability to absorb potential cost overruns, financial shortfalls, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. *Please limit response to 2,000 characters.*

IDOT has full financial management capability for planning and implementing projects, demonstrated by years of highway projects statewide. Illinois also brings significant demonstrated financial commitment to rail by supporting Amtrak services with funding for this and other corridors. In fact, the State's recent doubling of support on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. Improvements have been implemented by IDOT including state of the art signaling upgrades, track improvements, etc. IDOT is also the lead agency for the complex and multi-party CREATE freight railroad improvement initiative. Audit results can be made available.

(5) Timeliness of Project Completion – Provide the following information on the dates and duration of key activities, if applicable. *For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Project Completion.*

Final Design Duration:	6 months
Construction Duration:	18 months
Rolling Stock Acquisition Duration:	na months
Rolling Stock Testing Duration:	na months
Service Operations Start date:	10/2011 *(mm/yyyy)*

(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries. *Please limit response to 1,500 characters.*

The project will require the manufacture of a significant amount of rail, crossites, other track materials, structural materials, communication equipment, signal equipment and other project related materials. These are common elements to all railroad projects including those required to support and sustain HSR development within the United States. As materials are consumed for this and other similar projects throughout the country, a need for additional resources will occur which will provide opportunities for U.S. manufacturing firms to increase production rates and grow.

(7) If applicable, describe how the project will help develop US professional railroad engineering, operating, planning and management capacity needed for sustainable HSR/IPR development in the United States, including promotion of a diverse workforce. *Please limit response to 1,500 characters.*

The project will require engineering and management expertise in the areas of railroad, structural, communications and signal systems design, manufacturing and construction. These are common elements to all railroad projects including those required to support and sustain HSR development within the United States. As engineering and management forces are dedicated to this and other similar projects, a need for additional resources will occur which will provide opportunities for entry and mid-level engineers and managers to advance. New entry level engineers will also be sought from colleges and universities. With engineering companies striving to develop diverse workforces, this will create opportunities for female, minority and other disadvantaged graduates. Field construction activities will present additional opportunites for newer management personnel to learn and grow, again opening the door for new entry level staff.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section E, Question 1B). *This section is optional.*

Section B, Question 4: This project will be completed withtin 2 years of obligation, which is assumed to be Oct. 2011.

Section C, Question 2: UPRR submitted a detailed project schedule for the design and construction activities for these projects with the most recent issue dating to 08/2009.

Project Name: IL-Dwight-Joliet Siding Improvement *Date of Submission:* 08/24/09 *Version Number:* 1

G. Summary of Supporting Materials

Application Form	Required	Optional	Reference	Description	Format
☒ This Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through *GrantSolutions.*	Form
Supporting Forms	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through *GrantSolutions.*	Form
☒ Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through *GrantSolutions.*	Form
☒ Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through *GrantSolutions.*	Form
☒ Project Schedule	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through *GrantSolutions.*	Form
Supporting Documents	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ Map of the Planned Investment		✓	Application Question B.6	Map of the Planned Investment location. Please upload into *GrantSolutions*.	None
Standard Forms	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form

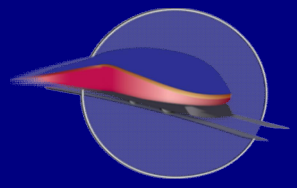
☒ SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ SF 424D: Assurance Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf. The document should be signed by an authorized certifying official for the applicant. Submit through *GrantSolutions.*	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Upload #2

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North Support form

HSIPR Program Application Supporting Forms Track 1a - FD/Construction & Track 4



Welcome to the Supporting Forms for the HSIPR Program Track 1a - FD/Construction & Track 4 Application. To begin, save this Excel workbook to your computer and open the file. The buttons below will help you to easily navigate the forms contained in this file. To get started click on the button labeled "1. General Info."

Note 1: Yellow cells require you to enter values and blue cells are set up to auto-populate based on formulas that are embedded in the forms. These formulas are supplied for your convenience but you may choose to enter your own values into blue cells in which you do not wish to use the formulas provided.

Note 2: For purposes of this application, "Fiscal Year (FY)" refers to the Federal fiscal year (October 1- September 30).

Color Key for Completing this Form:			
Cell Type/Color:	Applicant Must Input Value	Template will Auto-Populate (see note 1 above)	FRA Use Only: Applicant Does Not Complete

1. General Info. (click here first)

2. Capital Cost Info. (Standard Cost Categories for reference)

2a. Detailed Capital Cost Budget

2b. Annual Capital Cost Budget

3. Project Schedule

General Information

Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the Supporting Forms.

Project Name (*same as on Application Form*)	IL-Dwight-Joliet Siding Improvement
Lead State or Organization	Illinois Dept of Transportation
Point-of-Contact (POC) Name	George Weber
Date of Submission	08/24/09
Version of Submission	1
Track (*choose either "Track 1a", "Track 4" or "Track 1a and 4"*)*	Track 1a

* Please note if you are applying for Track 1a - FD Construction and Track 4 concurrently, you must submit two separate versions of this document in www.GrantSolutions.gov. (One for Track 1a - FD/Construction and one for Track 4 FY 2009 Appropriations Projects)

If you wish to use FRA's auto-populated formulas to help complete the capital cost information, please enter the requested data into the yellow cells. You may chose to enter your own values into the capital cost budget forms if you do not wish to use the auto-populated formulas.

Capital Cost Categories*	Contingency Rate Assumption (%)	Inflation Rate Assumption (%)
10 Track Structures and Track	30%	5%
20 Stations, Terminals, Intermodal	30%	5%
30 Support Facilities: Yards, Shops, Admin. Bldgs	30%	5%
40 Sitework, ROW, Land, Existing Improvements & Special Conditions	30%	5%
50 Communications & Signaling	30%	5%
60 Electric Traction	30%	5%
70 Vehicles	30%	5%
80 Professional Services (applies to Cats. 10-60)	30%	5%
90 Unallocated Contingency	30%	5%
100 Finance Charges	30%	5%

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
10 TRACK STRUCTURES & TRACK		
10.01	Track structure: Viaduct	Include elevated track structure of significant length consisting of multiple spans of generally equal length
10.02	Track structure: Major/Movable bridge	Include all elevated track structures with a movable span, and/or with a span of significant length (generally of approximately 400" or longer)
10.03	Track structure: Undergrade Bridges	Include elevated track structure of greater than 20 feet that does not fall into 10.01 and 10.02
10.04	Track structure: Culverts and drainage structures	Include all minor undergrade passageways (generally of 20 feet or less in width)
10.05	Track structure: Cut and Fill (> 4' height/depth)	Include grading and subgrade stabilization of roadbed
10.06	Track structure: At-grade (grading and subgrade stabilization)	All grading and subgrade stabilization of roadbed not included under cost categories 10.01 through 10.05 and 10.07
10.07	Track structure: Tunnel	Definition self-explanatory
10.08	Track structure: Retaining walls and systems	Definition self-explanatory
10.09	Track new construction: Conventional ballasted	Include all ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.10	Track new construction: Non-ballasted	Include all slab, direct fixation, embedded, and other non-ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.11	Track rehabilitation: Ballast and surfacing	Include undercutting, ballast cleaning, tamping, and surfacing not associated with new track construction
10.12	Track rehabilitation: Ditching and drainage	Definition self-explanatory
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	Definition self-explanatory
10.14	Track: Special track work (switches, turnouts, insulated joints)	Include minor turnouts and interlocking, such as crossovers and turnouts at the ends of passing tracks
10.15	Track: Major interlockings	Significant interlockings at major stations and where routes converge from three or more directions
10.16	Track: Switch heaters (with power and control)	Include cost of power distribution equipment from commercial power source to interlocking location
10.17	Track: Vibration and noise dampening	Definition self-explanatory
10.18	Other linear structures including fencing, sound walls	Definition self-explanatory
20 STATIONS, TERMINALS, INTERMODAL		As associated with stations, include costs for rough grading, excavation, station structures, enclosures, finishes, equipment; mechanical and electrical components including HVAC, ventilation shafts and equipment, station power, lighting, public address/customer information systems; safety systems such as fire detection and prevention, security surveillance, access control, life safety systems, etc. Include all construction materials and labor regardless of who is performing the work.
20.01	Station buildings: Intercity passenger rail only	Definition self-explanatory
20.02	Station buildings: Joint use (commuter rail, intercity bus)	Definition self-explanatory
20.03	Platforms	Definition self-explanatory
20.04	Elevators, escalators	Definition self-explanatory
20.05	Joint commercial development	Construction at station sites intended to support non-transportation commercial activities (shopping, restaurants, residential, office space). Do not include cost of incidental commercial use of station space intended for use by passengers (newsstands, snack bar, etc). Costs may not be allowable for Federal reimbursement
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots	Include sidewalks, paths, plazas, landscape, site and station furniture, site lighting, signage, public artwork, bike facilities, permanent fencing
20.07	Automobile, bus, van accessways including roads	Include all on-grade paving
20.08	Fare collection systems and equipment	Include fare sales and swipe machines, fare counting equipment
20.09	Station security	Definition self-explanatory
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		
30.01	Administration building: Office, sales, storage, revenue counting	Definition self-explanatory
30.02	Light maintenance facility	Include service, inspection, and storage facilities and equipment
30.03	Heavy maintenance facility	Include heavy maintenance and overhaul facilities and equipment
30.04	Storage or maintenance-of-way building/bases	Definition Self-explanatory
30.05	Yard and yard track	Include yard construction and track associated with yard
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		Include all construction materials and labor regardless of who is performing the work.
40.01	Demolition, clearing, site preparation	Include project/program-wide clearing, demolition and fine grading
40.02	Site utilities, utility relocation	Include all site utilities-storm, sewer, water, gas, electric
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	Include underground storage tanks, fuel tanks, other hazardous materials and treatments, etc.
40.04	Environmental mitigation: wetlands, historic/archeology, parks	Include other environmental mitigation not listed
40.05	Site structures including retaining walls, sound walls	Definition self-explanatory
40.06	Temporary facilities and other indirect costs during construction	Definition self-explanatory
40.07	Purchase or lease of real estate	If the value of right-of-way, land, and existing improvements is to be used as in-kind
40.08	Highway/pedestrian overpass/grade separations	Definition self-explanatory
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

50 COMMUNICATIONS & SIGNALING		
50.01	Wayside signaling equipment	Definition Self-explanatory
50.02	Signal power access and distribution	Definition Self-explanatory
50.03	On-board signaling equipment	Include on-board cab signal, Automatic Train Control (ATC), and Positive Train Control (PTC) related equipment
50.04	Traffic control and dispatching systems	Definition self-explanatory
50.05	Communications	Definition self-explanatory
50.06	Grade crossing protection	Definition self-explanatory
50.07	Hazard detectors: dragging equipment high water, slide, etc.	Definition self-explanatory
50.08	Station train approach warning system	Definition self-explanatory
60 ELECTRIC TRACTION		
60.01	Traction power transmission: High voltage	Definition self-explanatory
60.02	Traction power supply: Substations	Definition self-explanatory
60.03	Traction power distribution: Catenary and third rail	Definition self-explanatory
60.04	Traction power control	Definition self-explanatory
70 VEHICLES		Include professional services associated with the vehicle component of the project/program. These costs may include agency staff oversight and administration, vehicle consultants, design and manufacturing contractors, legal counsel, warranty and insurance costs, etc.
70.00	Vehicle acquisition: Electric locomotive	Definition self-explanatory
70.01	Vehicle acquisition: Non-electric locomotive	Definition self-explanatory
70.02	Vehicle acquisition: Electric multiple unit	Definition self-explanatory
70.03	Vehicle acquisition: Diesel multiple unit	Definition self-explanatory
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	Include cars with coach space, sleeping compartments, etc.
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	Include dedicated food service, lounge, baggage and other service support cars
70.06	Vehicle acquisition: Maintenance of way vehicles	Definition self-explanatory
70.07	Vehicle acquisition: Non-railroad support vehicles	Include hi-rail bucket trucks, and other highway vehicles
70.08	Vehicle refurbishment: Electric locomotive	Definition self-explanatory
70.09	Vehicle refurbishment: Non-electric locomotive	Definition self-explanatory
70.10	Vehicle refurbishment: Electric multiple unit	Definition self-explanatory
70.11	Vehicle refurbishment: Diesel multiple unit	Definition self-explanatory
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	Include coaches, sleeping cars, etc.
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	Include food service, lounge, baggage and other service support cars
70.14	Vehicle refurbishment: Maintenance of way vehicles	Definition self-explanatory
70.15	Spare parts	Definition self-explanatory
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		Cat. 80 applies to Cats. 10-60. Cat. 80 includes all professional, technical and management services related to the design and construction of infrastructure (Cats. 10 - 60) during the preliminary engineering, final design, and construction phases of the project/program (as applicable). This includes environmental work, design, engineering and architectural services; specialty services such as safety or security analyses; value engineering, risk assessment, cost estimating, scheduling, ridership modeling and analyses, auditing, legal services, administration and management, etc. by agency staff or outside consultants.
80.01	Service Development Plan/Service Environmental	
80.02	Preliminary Engineering/Project Environmental	
80.03	Final design	
80.04	Project management for design and construction	
80.05	Construction administration & management	
80.06	Professional liability and other non-construction insurance	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.	
80.08	Surveys, testing, investigation	
80.09	Engineering inspection	Definition self-explanatory
80.10	Start up	Definition self-explanatory
90 UNALLOCATED CONTINGENCY		Includes unallocated contingency, project/program reserves. Document allocated contingencies for individual line items on Detailed Capital Cost Budget.
100 FINANCE CHARGES		Include finance charges expected to be paid by the project/program sponsor/grantee prior to either the completion of the project or the fulfillment of the FRA funding commitment, whichever occurs later in time. Finance charges incurred after this date should not be included in Total Project Cost. Derive finance charges from the project's financial plan, based on an analysis of the sources and uses of funds.

*NOTE: To help evaluate and compare the costs of different projects, FRA has developed 10 main Standardized Capital Cost Categories. These are provided to establish consistency in the use of the worksheets. The SCC cost breakdown is based on a traditional Design Bid Build model. If your project is Design Build, to the best of your ability, separate construction costs from design, administration, testing, etc. Put all construction costs in 10 through 60. Put design, administration, testing, etc. in "80 Professional Services." If you are not sure where to put a certain element of the project, consider the issue in general terms, using this sheet as a guide.

Detailed Capital Cost Budget

Instructions:
To assist FRA in comparing projects, this form provides a breakdown of capital cost using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost Info" tab of this workbook. The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. Enter values in the yellow cells below. You should only provide data for those costs categories associated with this project; leave others blank.

2. The light blue cells will auto-populate based on the assumptions you entered in "General Info." If you did not enter assumptions, or you wish to change the auto-populated data, you may enter values in the light blue cells.

3. Explain any large discrete, identifiable and/or unique capital investments in the space provided at the end of this form. Where an explanation is appropriate, place an asterisk in the far right column to denote that an explanation is provided. Please include the reference to the Cost Category number in your explanation. Example: "10.07: Tunnel at xxxx [location], x.x miles in length, consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."

4. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2010 Dollars.

Project Name:	IL-Dwight-Joliet Siding Improvement
Track:	Track 1a

	APPLICANT INPUTS							
	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)	Explanation Provided? (if so use *)
10 TRACK STRUCTURES & TRACK					$ 22,239,355.60	$ 6,671,806.68	$ 28,911,162.28	
10.01 Track structure: Viaduct	Miles				$ -	$ -	$ -	
10.02 Track structure: Major/Movable bridge					$ -	$ -	$ -	
10.03 Track structure: Undergrade Bridges				$ 2,244,000.00	$ 2,244,000.00	$ 673,200.00	$ 2,917,200.00	
10.04 Track structure: Culverts and drainage structures	#	11.00	$ 72,181.60		$ 793,997.60	$ 238,199.28	$ 1,032,196.88	
10.05 Track structure: Cut and Fill (> 4' height/depth)	Miles				$ -	$ -	$ -	
10.06 Track structure: At-grade (grading and subgrade stabilization)	Miles				$ -	$ -	$ -	
10.07 Track structure: Tunnel					$ -	$ -	$ -	
10.08 Track structure: Retaining walls and systems	Miles				$ -	$ -	$ -	
10.09 Track new construction: Conventional ballasted				$ 19,201,358.00	$ 19,201,358.00	$ 5,760,407.40	$ 24,961,765.40	
10.10 Track new construction: Non-ballasted					$ -	$ -	$ -	
10.11 Track rehabilitation: Ballast and surfacing					$ -	$ -	$ -	
10.12 Track rehabilitation: Ditching and drainage					$ -	$ -	$ -	
10.13 Track rehabilitation: Component replacement (rail, ties, etc)					$ -	$ -	$ -	
10.14 Track: Special track work (switches, turnouts, insulated joints)					$ -	$ -	$ -	
10.15 Track: Major interlockings					$ -	$ -	$ -	
10.16 Track: Switch heaters (with power and control)					$ -	$ -	$ -	
10.17 Track: Vibration and noise dampening					$ -	$ -	$ -	
10.18 Other linear structures including fencing, sound walls	Miles				$ -	$ -	$ -	
20 STATIONS, TERMINALS, INTERMODAL					$ -	$ -	$ -	
20.01 Station buildings: Intercity passenger rail only					$ -	$ -	$ -	
20.02 Station buildings: Joint use (commuter rail, intercity bus)					$ -	$ -	$ -	
20.03 Platforms					$ -	$ -	$ -	
20.04 Elevators, escalators					$ -	$ -	$ -	
20.05 Joint commercial development					$ -	$ -	$ -	
20.06 Pedestrian / bike access and accommodation, landscaping,					$ -	$ -	$ -	
20.07 Automobile, bus, van accessways including roads					$ -	$ -	$ -	
20.08 Fare collection systems and equipment					$ -	$ -	$ -	
20.09 Station security					$ -	$ -	$ -	
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS					$ -	$ -	$ -	
30.01 Administration building: Office, sales, storage, revenue counting					$ -	$ -	$ -	
30.02 Light maintenance facility					$ -	$ -	$ -	
30.03 Heavy maintenance facility					$ -	$ -	$ -	
30.04 Storage or maintenance-of-way building/bases					$ -	$ -	$ -	
30.05 Yard and yard track					$ -	$ -	$ -	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS					$ 13,740,570.00	$ 4,122,171.00	$ 17,862,741.00	
40.01 Demolition, clearing, site preparation				$ 249,114.00	$ 249,114.00	$ 74,734.20	$ 323,848.20	
40.02 Site utilities, utility relocation					$ -	$ -	$ -	
40.03 Hazardous material, contaminated soil removal/mitigation, ground water treatments					$ -	$ -	$ -	
40.04 Environmental mitigation: wetlands, historic/archeology, parks					$ -	$ -	$ -	
40.05 Site structures including retaining walls, sound walls					$ -	$ -	$ -	
40.06 Temporary facilities and other indirect costs during construction				$ 8,901,820.00	$ 8,901,820.00	$ 2,670,546.00	$ 11,572,366.00	
40.07 Purchase or lease of real estate				$ 4,589,636.00	$ 4,589,636.00	$ 1,376,890.80	$ 5,966,526.80	
40.08 Highway/pedestrian overpass/grade separations					$ -	$ -	$ -	
40.09 Relocation of existing households and businesses					$ -	$ -	$ -	
50 COMMUNICATIONS & SIGNALING					$ 23,377,331.00	$ 7,013,199.30	$ 30,390,530.30	
50.01 Wayside signaling equipment				$ 22,827,331.00	$ 22,827,331.00	$ 6,848,199.30	$ 29,675,530.30	
50.02 Signal power access and distribution					$ -	$ -	$ -	
50.03 On-board signaling equipment					$ -	$ -	$ -	
50.04 Traffic control and dispatching systems					$ -	$ -	$ -	
50.05 Communications					$ -	$ -	$ -	
50.06 Grade crossing protection					$ -	$ -	$ -	
50.07 Hazard detectors (dragging equipment, , slide, etc.)				$ 550,000.00	$ 550,000.00	$ 165,000.00	$ 715,000.00	

Project Name:	IL-Dwight-Joliet Siding Improvement
Track:	Track 1a

	APPLICANT INPUTS							
	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)	Explanation Provided? (if so use *)
50.08 Station train approach warning system					$ -	$ -	$ -	
60 ELECTRIC TRACTION					$ -	$ -	$ -	
60.01 Traction power transmission: High voltage					$ -	$ -	$ -	
60.02 Traction power supply: Substations	#				$ -	$ -	$ -	
60.03 Traction power distribution: Catenary and third rail	#				$ -	$ -	$ -	
60.04 Traction power control					$ -	$ -	$ -	
Construction Subtotal (10-60)					$ 59,357,256.60	$ 17,807,176.98	$ 77,164,433.58	

HSIPR Program Application Supporting Forms
Track 1a - FD/Construction and Track 4

OMB No. 2130-0583

Project Name:	IL-Dwight-Joliet Siding Improvement
Track:	Track 1a

	APPLICANT INPUTS							
	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)	Explanation Provided? (if so use *)
70 VEHICLES					$ -	$ -	$ -	
70.00 Vehicle acquisition: Electric locomotive	#				$ -	$ -	$ -	
70.01 Vehicle acquisition: Non-electric locomotive	#				$ -	$ -	$ -	
70.02 Vehicle acquisition: Electric multiple unit	#				$ -	$ -	$ -	
70.03 Vehicle acquisition: Diesel multiple unit	#				$ -	$ -	$ -	
70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space	#				$ -	$ -	$ -	
70.05 Veh acq: Loco-hauled passenger cars w/o ticketed space	#				$ -	$ -	$ -	
70.06 Vehicle acquisition: Maintenance of way vehicles	#				$ -	$ -	$ -	
70.07 Vehicle acquisition: Non-railroad support vehicles	#				$ -	$ -	$ -	
70.08 Vehicle refurbishment: Electric locomotive	#				$ -	$ -	$ -	
70.09 Vehicle refurbishment: Non-electric locomotive	#				$ -	$ -	$ -	
70.10 Vehicle refurbishment: Electric multiple unit	#				$ -	$ -	$ -	
70.11 Vehicle refurbishment: Diesel multiple unit	#				$ -	$ -	$ -	
70.12 Veh refurb: Passeng. loco-hauled car w/ ticketed space	#				$ -	$ -	$ -	
70.13 Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#				$ -	$ -	$ -	
70.14 Vehicle refurbishment: Maintenance of way vehicles	#				$ -	$ -	$ -	
70.15 Spare parts					$ -	$ -	$ -	
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)					$ 5,423,860.00	$ 1,627,158.00	$ 7,051,018.00	
80.01 Service Development Plan/Service Environmental					$ -	$ -	$ -	
80.02 Preliminary Engineering/Project Environmental					$ -	$ -	$ -	
80.03 Final design				$ 3,895,000.00	$ 3,895,000.00	$ 1,168,500.00	$ 5,063,500.00	
80.04 Project management for design and construction					$ -	$ -	$ -	
80.05 Construction administration & management				$ 775,984.00	$ 775,984.00	$ 232,795.20	$ 1,008,779.20	
80.06 Professional liability and other non-construction insurance					$ -	$ -	$ -	
80.07 Legal; Permits; Review Fees by other agencies, cities, etc.					$ -	$ -	$ -	
80.08 Surveys, testing, investigation					$ -	$ -	$ -	
80.09 Engineering inspection					$ -	$ -	$ -	
80.10 Start up				$ 752,876.00	$ 752,876.00	$ 225,862.80	$ 978,738.80	
Subtotal (10-80)					$ 64,781,117	$ 19,434,335	$ 84,215,452	
90 UNALLOCATED CONTINGENCY								
Subtotal (10-90)							$ 84,215,452	
100 FINANCE CHARGES								
TOTAL CAPITAL COSTS (10-100)							$ 84,215,452	

Space provided for additional descriptions of capital costs.
See Example under "Instructions" above. Please include references to specific Cost Category numbers.

Annual Capital Cost Budget

Instructions:
This form should provide a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. In the yellow cells in the "Base Year/ FY 2010 Dollars" table, enter the annual dollar figures for each cost category in Base Year/FY 10 Dollars. In the yellow cells of the "Year of Expenditure (YOE)" table, enter the actual cost of FY 2009 activities. In both tables as appropriate, the blue cells will auto-populate with Base Year/FY 10 Dollars if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells. Note: This form should reflect Federal Government Fiscal Years (FY) from October 1 through September 30.

2. In the "Base Year/ FY 2010 Dollars" table, the numbers in the "Double Check Total" column will auto-populate from the "Detailed Capital Cost Budget" in the previous tab. The numbers in the "Base Yr/FY 10 Total" column will be the sum of the annual data entered to the left. The two columns should match for each Standard Cost Categpry. If the entries in the "Double Check Total" column are red , the

3. The light blue Year of Expenditure (YOE) information will auto-populate if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make y

Note: Track 1a - FD/Construction projects must be completed within 2 years of obligation of the funds.

Project Name:	IL-Dwight-Joliet Siding Improvement
Track:	Track 1a

BASE YEAR/ FY 2010 DOLLARS	2009	2010	2011	2012	2013	2014	2015	Base Yr /FY 10 Total*	Double Check Total
10 TRACK STRUCTURES & TRACK	$ -	$ 3,758,451	$ 23,996,265	$ 1,156,446.49				$ 28,911,162	$ 28,911,162
20 STATIONS, TERMINALS, INTERMODAL	$ -							$ -	$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	$ -							$ -	$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	$ -	$ 2,322,156	$ 14,826,075	$ 714,509.64				$ 17,862,741	$ 17,862,741
50 COMMUNICATIONS & SIGNALING	$ -	$ 3,950,769	$ 25,224,140	$ 1,215,621.21				$ 30,390,530	$ 30,390,530
60 ELECTRIC TRACTION	$ -							$ -	$ -
70 VEHICLES	$ -							$ -	$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	$ -	$ 916,632	$ 5,852,345	$ 282,040.72				$ 7,051,018	$ 7,051,018
90 UNALLOCATED CONTINGENCY	$ -							$ -	$ -
100 FINANCE CHARGES	$ -							$ -	$ -
Total Project Cost (10-100)	$ -	$ 10,948,009	$ 69,898,825	$ 3,368,618.06	$ -	$ -	$ -	$ 84,215,452	$ 84,215,452

YEAR OF EXPENDITURE (YOE) DOLLARS	2009	2010	2011	2012	2013	2014	2015	YOE Total**
10 TRACK STRUCTURES & TRACK		$ 3,758,451	$ 25,196,078	$ 1,274,982.26	$ -	$ -	$ -	$ 30,229,511
20 STATIONS, TERMINALS, INTERMODAL		$ -	$ -	$ -	$ -	$ -	$ -	$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		$ -	$ -	$ -	$ -	$ -	$ -	$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		$ 2,322,156	$ 15,567,379	$ 787,746.88	$ -	$ -	$ -	$ 18,677,282
50 COMMUNICATIONS & SIGNALING		$ 3,950,769	$ 26,485,347	$ 1,340,222.39	$ -	$ -	$ -	$ 31,776,338
60 ELECTRIC TRACTION		$ -	$ -	$ -	$ -	$ -	$ -	$ -
70 VEHICLES		$ -	$ -	$ -	$ -	$ -	$ -	$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		$ 916,632	$ 6,144,962	$ 310,949.89	$ -	$ -	$ -	$ 7,372,544
90 UNALLOCATED CONTINGENCY		$ -	$ -	$ -	$ -	$ -	$ -	$ -
100 FINANCE CHARGES		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Project Cost (10-100)	$ -	$ 10,948,009	$ 73,393,766	$ 3,713,901.41	$ -	$ -	$ -	$ 88,055,676

* For the purpose of this application, base year dollars are considered FY 2010 dollars.
**Year-of-Expenditure(YOE) dollars are inflation-adjusted Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form, Section B, Project Overview, Question (5) .

Schedule - In Calendar Years

Instructions:
1. In the yellow cells below, enter the anticipated "Start Date" and "End Date" for each high level activity (e.g., Final Design, Construction, Service Ops).

2. Illustrate the anticipated timing and duration of each task item on the chart below. Shade the quarters or months for each corresponding year in which work will take place on a task. Shade all cells in the corresponding row in which activity will take place. Enter an 'X' in a cell to shade that cell.

3. Complete this process for all of the tasks, both high-level tasks (e.g., Final Design) and subtasks (e.g., Issue request for bids, make awards of FD contracts).

Note: All Track 1a - FD/Construction projects must be completed within 2 years of obligation.

Project Name:	IL-Dwight-Joliet Siding Improvement
Track:	Track 1a

	Start Date	End Date	Years 2009 - 2012 by Month: 2009 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2010 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2011 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2012 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Years 2013-2015 by Quarter: 2013 Q1	Q2	Q3	Q4	2014 Q1	Q2	Q3	Q4	2015 Q1	Q2	Q3	Q4
Final Design (FD)	11/01/09	03/30/10														X																																														
Issue requests for bids, make awards of FD contracts																X																																													
FD Drawings; and cost estimate, schedule refinement																	X	X																																												
Issue requests for construction bids																		X	X																																											
Submit request / receive FRA approval for construction																				X	X	X																																							
Make awards of construction contracts																						X	X																																							
Construction	04/01/10	08/31/11																																																													
Construct infrastructure																				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																				
Acquire and test vehicles																																																													
Service Ops - Closeout	09/01/11	10/31/11																																																											
Service Operations																																																													
Completion of project/program close-out, resolution of claims																																																												

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0583.

Upload #3

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - PE

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W

CALL BEFORE YOU DIG
1-800-336-9193

LEGEND:
- Existing Track
- 2nd Main Track
- Other Track Project
- R.O.W.

DRAWN BY:	TLC
CHECKED BY:	JDB
DATE:	7/27/09
SCALE:	AS SHOWN
WORK ORDER:	
PID:	
BUDGET REF:	
SHEET NUMBER	01 of 03

UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction

LOCATION & DESCRIPTION:
Joliet Subdivision MP 45.50 to 43.50
Track 1 Project
Construct 2nd Main Track

SHEET TITLE:
Preliminary Strip Map

WARNING !
FIBER OPTIC CABLE ON RAILROAD R-O-W

CALL BEFORE YOU DIG
1-800-336-9193

200 0 200 400
SCALE IN FEET

LEGEND:
- Existing Track
- 2nd Main Track
- Other Track Project
- R.O.W.

DRAWN BY:	TLC
CHECKED BY:	JDB
DATE:	7/27/09
SCALE:	AS SHOWN
WORK ORDER:	
PID:	
BUDGET REF:	
SHEET NUMBER	02 of 03

UNION PACIFIC RAILROAD
Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION:
Joliet Subdivision MP 43.50 to 41.00
Track 1 Project
Construct 2nd Main Track

SHEET TITLE:
Preliminary Strip Map

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W

CALL BEFORE YOU DIG
1-800-336-9193

200 0 200 400
SCALE IN FEET

REV. #	BY	DATE	DESCRIPTION

LEGEND:
Existing Track
2nd Main Track
Other Track Project
R.O.W.

DRAWN BY: TLC
CHECKED BY: JDB
DATE: 7/27/09
SCALE: AS SHOWN
WORK ORDER:
PID:
BUDGET REF:
SHEET NUMBER 03 of 03

UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction

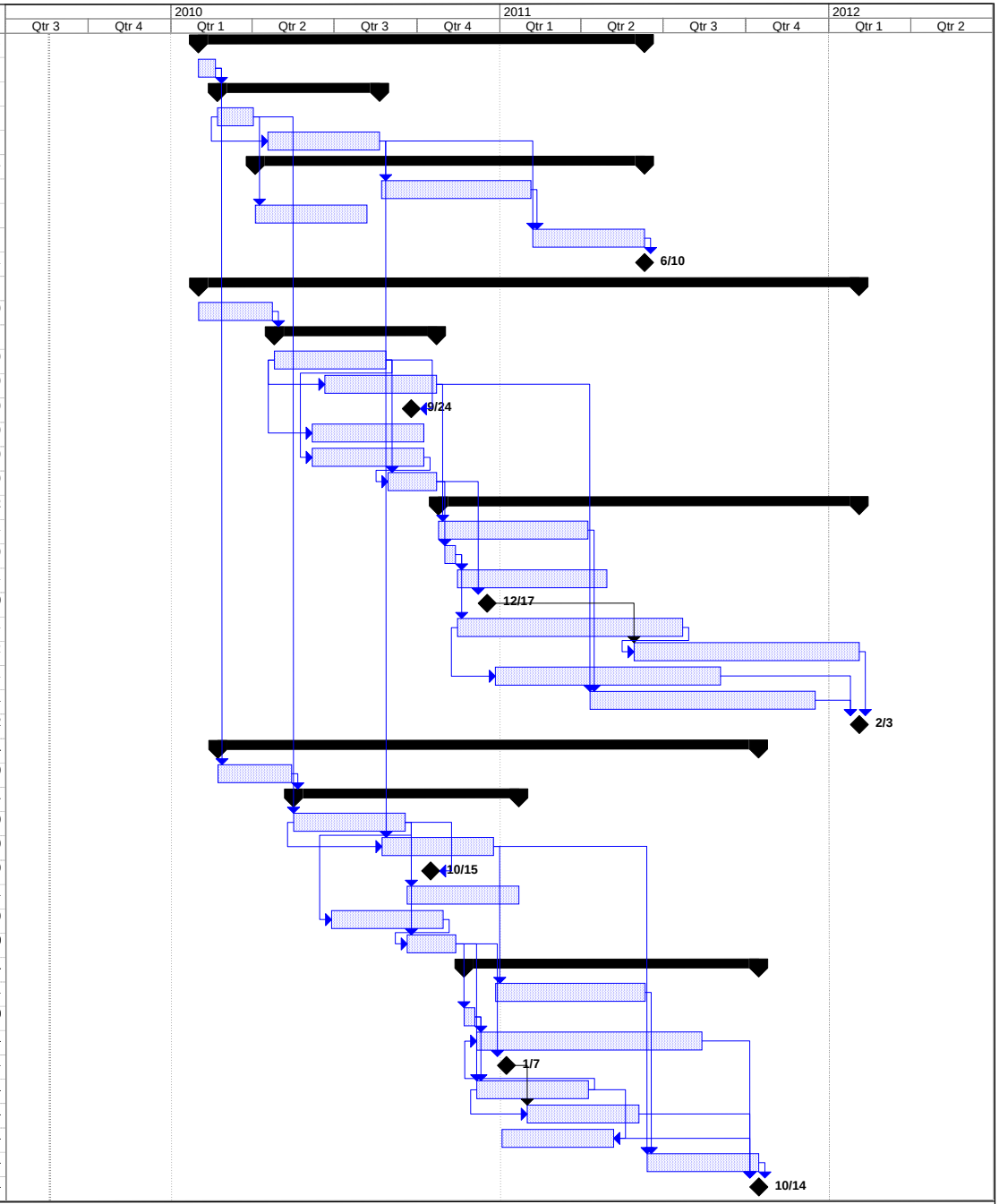
LOCATION & DESCRIPTION:
Joliet Subdivision MP 41.00 to 38.5
Track 1 Project
Construct 2nd Main Track

SHEET TITLE:
Preliminary Strip Map

Upload #4

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - PE

ID	Task Name	Duration	Start	Finish
1	**UPRR Construct Xovers UD tower**	**355 days**	**2/1/10**	**6/10/11**
2	Survey	15 days	2/1/10	2/19/10
3	**Design**	**130 days**	**2/22/10**	**8/20/10**
4	Design - Track	30 days	2/22/10	4/2/10
5	Design - Signal	90 days	4/19/10	8/20/10
6	**Construction**	**310 days**	**4/5/10**	**6/10/11**
7	Material Lead	120 days	8/23/10	2/4/11
8	Turnouts (6 ea) No. 20	90 days	4/5/10	8/6/10
9	Signal (CP 1 ea)	90 days	2/7/11	6/10/11
10	TOTO	0 days	6/10/11	6/10/11
11	**UPRR Construct 2nd ML Joliet - Elwood**	**525 days**	**2/1/10**	**2/3/12**
12	Survey	60 days	2/1/10	4/23/10
13	**Design**	**130 days**	**4/26/10**	**10/22/10**
14	Design - Track & Structures	90 days	4/26/10	8/27/10
15	Design - Signal	90 days	6/21/10	10/22/10
16	R/W Acquisitions	0 days	9/24/10	9/24/10
17	Permitting	90 days	6/7/10	10/8/10
18	Utility Relocation	90 days	6/7/10	10/8/10
19	Bid Project	40 days	8/30/10	10/22/10
20	**Construction**	**335 days**	**10/25/10**	**2/3/12**
21	Material Lead	120 days	10/25/10	4/8/11
22	Mobilization	10 days	11/1/10	11/12/10
23	Bridge Construction (3 ea)	120 days	11/15/10	4/29/11
24	Retaining Wall	0 days	12/17/10	12/17/10
25	Grading / Subballast	180 days	11/15/10	7/22/11
26	Track (31,680 TF) TLM	180 days	5/30/11	2/3/12
27	Turnouts (12 ea)	180 days	12/27/10	9/2/11
28	Signal (CP 4 ea)	180 days	4/11/11	12/16/11
29	TOTO	0 days	2/3/12	2/3/12
30	**UPRR Construct Siding at Mazonia**	**430 days**	**2/22/10**	**10/14/11**
31	Survey	60 days	2/22/10	5/14/10
32	**Design**	**180 days**	**5/17/10**	**1/21/11**
33	Design - Track & Structures	90 days	5/17/10	9/17/10
34	Design - Signal	90 days	8/23/10	12/24/10
35	R/W Acquisitions	0 days	10/15/10	10/15/10
36	Permitting	90 days	9/20/10	1/21/11
37	Utility Relocation	90 days	6/28/10	10/29/10
38	Bid Project	40 days	9/20/10	11/12/10
39	**Construction**	**235 days**	**11/22/10**	**10/14/11**
40	Material Lead	120 days	12/27/10	6/10/11
41	Mobilization	10 days	11/22/10	12/3/10
42	Bridge Construction (3 ea)	180 days	12/6/10	8/12/11
43	Retaining Wall	0 days	1/7/11	1/7/11
44	Grading / Subballast	90 days	12/6/10	4/8/11
45	Track (12,500 TF)	90 days	1/31/11	6/3/11
46	Turnouts (3 ea)	90 days	1/3/11	5/6/11
47	Signal (CP 2 ea)	90 days	6/13/11	10/14/11
48	TOTO	0 days	10/14/11	10/14/11



Project: melcher siding
Date: 8/18/09

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

Upload #5

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - PE

Material And Force Account Estimate

Illinois IDOT

Estimate Number: 45643 **Version: 18**

Standard Rates: **Labor Additive = 205%** **WT Labor Additive = 168.94%**

Estimate Good for 6 Months Until 02/05/10

Location: JOLIET SUB, CONN, 36.76-62.69

Description of Work: Track 1 Project - Construct Mazonia Siding North End (SPCSL) - Joliet and Sub - MP 58.10 to 59.95

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
ENGINEERING								
		ENGINEERING	1	LS	500,000.00	500,000	0	500,000
		CONTRACT ENGINEERING	1	LS	250,000.00	0	250,000	250,000
		FLAGGING	360	MD	750.00	270,000	0	270,000
					Sub-Total =	**770,000**	**250,000**	**1,020,000**
TRACK CONSTRUCTION - COMPANY								
	TRACK	141#CWRHH0 CTIE SAFLOK3	11190	TF	231.28	1,207,440	1,380,571	2,588,011
	PPTO	PPTO 141# #24 PO MPF CONC	1	EA	522,444.99	293,352	229,093	522,445
	PPTO	PPTO 141# #20 PO MPF CONC	1	EA	456,197.85	238,092	218,106	456,198
	RDXING	RDXING 141# CON ON CON W/SAFLOK3 TIES	80	TF	1,029.58	61,443	20,923	82,366
					Sub-Total =	**1,800,327**	**1,848,693**	**3,649,020**
TRACK REMOVAL - COMPANY								
	TRACK	REMOVE TRACK	531	TF	9.98	5,300	0	5,300
					Sub-Total =	**5,300**	**0**	**5,300**
SITE WORK - CONTRACT								
		MOBILIZATION	1	LS	500,000.00	0	500,000	500,000
		GRADING: EXCAVATION	40000	CY	8.00	0	320,000	320,000
		SUBEXCAVATION	8500	CY	12.00	0	102,000	102,000
		FABRIC: GEOTEXTILE FURN. & PLACE	25000	SY	5.00	0	125,000	125,000
		CLEAN FILL FOR SUB-EX FUR/PLC	8500	CY	16.00	0	136,000	136,000
30' STRIP		LIME STABILIZATION, 6" PLC, CMPCT,	37000	SY	4.00	0	148,000	148,000
		AGGREGATE - SUBBALLAST - FURNISH, PLACE	12000	CY	40.00	0	480,000	480,000
based on fencing 80% of project		REMOVE FENCE	9200	LF	4.00	0	36,800	36,800
based on fencing 80% of project		FENCE: 4S BARBED WIRE	9200	LF	6.00	0	55,200	55,200
based on fencing 80% of project		FENCE: SILT	9200	LF	3.00	0	27,600	27,600
based on 10% of silt fence		HAY BALES (LIN FOOT)	920	LF	16.00	0	14,720	14,720
		UTILITY RELOCATIONS	1	LS	50,000.00	0	50,000	50,000
		CROSSING APPROACH	2	LS	40,000.00	0	80,000	80,000
based on 50' strip		CLEARING AND GRUBBING	11	AC	2,500.00	0	27,500	27,500
based on 20' strip		SEEDING - DRILLED	6	AC	3,000.00	0	18,000	18,000
		WETLAND MITIGATION	1	LS	50,000.00	0	50,000	50,000
		MITIGATION - HABITAT	1	AC	50,000.00	0	50,000	50,000
		TRAILER - OFFICE - FOR ONSITE USE	24	MO	2,000.00	0	48,000	48,000
					Sub-Total =	**0**	**2,268,820**	**2,268,820**
DRAINAGE - CONTRACT								
MP 58.70, 59.50		CULVERT: SSP 36" - FURN. & JACK & BORE 36"	182	LF	289.00	0	52,598	52,598
MP 58.60		CULVERT: SSP 48" - FURN. & JACK & BORE 48"	66	LF	350.00	0	23,100	23,100
MP 58.70, 59.50 - 36"		HEADWALL TYPE A - CONSTRUCT	4	EA	5,250.00	0	21,000	21,000
MP 58.60 - 48"		HEADWALL TYPE A - CONSTRUCT	2	EA	5,250.00	0	10,500	10,500
					Sub-Total =	**0**	**107,198**	**107,198**
SIGNAL - COMPANY								
		SIGNAL: INSTALL	1	LS	3,862,023.00	1,943,701	1,918,322	3,862,023
					Sub-Total =	**1,943,701**	**1,918,322**	**3,862,023**
EQUIPMENT RENTAL								
		EQUIPMENT RENTAL	1	LS	150,000.00	0	150,000	150,000
					Sub-Total =	**0**	**150,000**	**150,000**
HOMELINE FREIGHT								
		HOMELINE FREIGHT	23369	Per Ton	6.88	0	160,873	160,873
					Sub-Total =	**0**	**160,873**	**160,873**
PROJECT LEVEL COST								
	CONTINGENCIES	CONTINGENCY	20	%	112,232.34	903,866	1,340,781	2,244,647
					Sub-Total =	**903,866**	**1,340,781**	**2,244,647**
Total Wgt. in Tons = 23,369					**Totals =**	**5,423,194**	**8,044,687**	**13,467,881**

Grand Total =	**$13,467,881**

This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

Upload #6

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - PE

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SCALE IN FEET

REV. #	BY	DATE	DESCRIPTION

LEGEND:
- EXIST. MAIN TRACK
- PROPOSED TRACK
- SHIFT TRACK
- RETIRE TRACK
- UPRR R/W

DRAWN BY:	WORK ORDER:	UNION PACIFIC RAILROAD	Office of Assistant Vice President Engineering Design/Construction
CHECKED BY: JDB	PID:	LOCATION & DESCRIPTION:	Mazonia, IL Joliet Subdivision MP 58.26 to MP 60.44 Track 1 - Construct Mazonia Siding
DATE: 8/10/09	BUDGET REF:		
SCALE: AS SHOWN	SHEET NUMBER 01 of 01	SHEET TITLE:	Preliminary Strip Map

Color table: S:\CAD_Config\Ben...
Pen table: s:\CAD_Config\Bentl...
(engl150) S:\Projects\IL\SPCSL ...
Model: Default
Plotfile Generated: 17-AUG-2009

Upload #7

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North cost Estimate

Material And Force Account Estimate

Illinois IDOT

Estimate Number: 45643 **Version: 17**

Standard Rates: **Labor Additive = 205%** **WT Labor Additive = 168.94%**

Estimate Good for 6 Months Until 02/19/10

Location: JOLIET SUB, CONN, 36.76-62.69

Description of Work: Track 1 Project - Construct Second Main Track from South Joliet to North of Elwood, IL (SPCSL) - Joliet Sub. - MP 36.7 to 45

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
ENGINEERING								
		ENGINEERING	1	LS	2,000,000.00	2,000,000	0	2,000,000
		CONTRACT ENGINEERING	1	LS	500,000.00	0	500,000	500,000
		FLAGGING	500	MD	750.00	375,000	0	375,000
					Sub-Total =	**2,375,000**	**500,000**	**2,875,000**
TRACK CONSTRUCTION - COMPANY								
	TRACK	141#CWRHH0 CTIE SAFLOK3	31509	TF	210.42	3,330,535	3,299,625	6,630,160
	PPTO	PPTO 141# #24 PO MPF CONC	16	EA	494,103.15	4,535,147	3,370,503	7,905,650
	PPTO	PPTO 141# #20 PO MPF CONC	1	EA	431,288.86	230,051	201,238	431,289
	PPTO	PPTO 136# #9 HT SMSG FROG	4	EA	111,886.43	230,601	216,945	447,546
	RDXING	RDXING 141# CON ON CON W/SAFLOK3 TIES	138	TF	997.77	102,160	35,533	137,693
					Sub-Total =	**8,428,494**	**7,123,844**	**15,552,338**
TRACK REMOVAL - COMPANY								
all sizes	PPTO	REMOVE TO: #15	12	EA	14,986.87	179,842	0	179,842
	TRACK	REMOVE TRACK	6639	TF	9.64	63,972	0	63,972
					Sub-Total =	**243,814**	**0**	**243,814**
SITE WORK - CONTRACT								
		MOBILIZATION	1	LS	750,000.00	0	750,000	750,000
		GRADING: EMBANKMENT	196000	CY	8.00	0	1,568,000	1,568,000
		SUBEXCAVATION	20000	CY	12.00	0	240,000	240,000
based on 25% of project area		FABRIC: GEOTEXTILE FURN. & PLACE	21000	SY	5.00	0	105,000	105,000
		CLEAN FILL FOR SUB-EX FUR/PLC	20000	CY	16.00	0	320,000	320,000
22' STRIP		LIME STABILIZATION, 6" PLC, CMPCT,	84000	SY	4.00	0	336,000	336,000
		AGGREGATE - SUBBALLAST - FURNISH, PLACE	28000	CY	40.00	0	1,120,000	1,120,000
based on fencing 80% of project		REMOVE FENCE	27500	LF	4.00	0	110,000	110,000
based on fencing 80% of project		FENCE: 4S BARBED WIRE	27500	LF	6.00	0	165,000	165,000
		FENCE: CHAIN LINK	3500	LF	20.00	0	70,000	70,000
based on fencing 80% of project		FENCE: SILT	27500	LF	3.00	0	82,500	82,500
based on 10% of silt fence		HAY BALES (LIN FOOT)	2750	LF	16.00	0	44,000	44,000
		UTILITY RELOCATIONS	1	LS	100,000.00	0	100,000	100,000
		CROSSING APPROACH	4	LS	40,000.00	0	160,000	160,000
based on 36' strip		CLEARING AND GRUBBING	29	AC	2,500.00	0	72,500	72,500
based on 14' strip		SEEDING - DRILLED	11	AC	3,000.00	0	33,000	33,000
		WETLAND MITIGATION	8	LS	20,000.00	0	160,000	160,000
		TRAILER - OFFICE - FOR ONSITE USE	24	MO	2,000.00	0	48,000	48,000
Access Road		AGGREGATE - SUBBALLAST - FURNISH, PLACE	10500	CY	50.00	0	525,000	525,000
Access Road		GRADING: EMBANKMENT	31200	CY	20.00	0	624,000	624,000
					Sub-Total =	**0**	**6,633,000**	**6,633,000**
DRAINAGE - CONTRACT								
MP 42.95, 43.20, 43.58		CULVERT: CMP 36" - EXTEND -FURN. & INST.	96	LF	400.00	0	38,400	38,400
MP 41.90, 41.97, 42.20, 44.90		CULVERT: SSP 36" - FURN. & JACK & BORE 36"	285	LF	500.00	0	142,500	142,500
36"		HEADWALL TYPE A - CONSTRUCT	14	EA	7,500.00	0	105,000	105,000
MP 40.51, 41.80 (2)		CULVERT: CMP 42" - EXTEND - FURN. AND INST.	96	LF	450.00	0	43,200	43,200
42"		HEADWALL TYPE A - CONSTRUCT	2	EA	8,750.00	0	17,500	17,500
2-42"		HEADWALL TYPE A-2 FURNISH AND INSTALL	2	EA	10,000.00	0	20,000	20,000
MP 40.49, 44.10		CULVERT: CMP 48" EXTEND - FURN. & INST.	64	LF	500.00	0	32,000	32,000
MP 43.90		CULVERT: SSP 48" - FURN. & JACK & BORE 48"	72	LF	600.00	0	43,200	43,200
48"		HEADWALL TYPE A - CONSTRUCT	6	EA	10,000.00	0	60,000	60,000
MP 39.35		CULVERT: SSP 60" - FURN. & JACK & BORE 60"	80	LF	700.00	0	56,000	56,000
60"		HEADWALL TYPE A - CONSTRUCT	2	EA	12,500.00	0	25,000	25,000
MP 38.80 Extend 17'x15' CAC		RCB EXTENSION - CONSTRUCT	32	LF	2,000.00	0	64,000	64,000
17'x15'		HEADWALL - CAST IN PLACE	2	EA	20,000.00	0	40,000	40,000
					Sub-Total =	**0**	**686,800**	**686,800**
SIGNAL - COMPANY								

NEEDS UPDATED		SIGNAL: INSTALL	1	LS	18,965,308.00	9,168,870	9,796,438	18,965,308
					Sub-Total =	**9,168,870**	**9,796,438**	**18,965,308**

BRIDGE - CONTRACT

MP 42.60 Extend Existing		BRIDGE - CONSTRUCT	1	LS	110,000.00	0	110,000	110,000
MP 44.40 New DT Bridge		BRIDGE - CONSTRUCT	1	LS	2,134,000.00	0	2,134,000	2,134,000
					Sub-Total =	**0**	**2,244,000**	**2,244,000**

EQUIPMENT RENTAL

		EQUIPMENT RENTAL	1	LS	400,000.00	0	400,000	400,000
					Sub-Total =	**0**	**400,000**	**400,000**

HOMELINE FREIGHT

		HOMELINE FREIGHT	76314	Per Ton	7.76	0	592,003	592,003
					Sub-Total =	**0**	**592,003**	**592,003**

PROJECT LEVEL COST

	CONTINGENCIES	CONTINGENCY	20	%	481,922.63	4,043,236	5,595,217	9,638,453
					Sub-Total =	**4,043,236**	**5,595,217**	**9,638,453**

Total Wgt. in Tons = 76,314

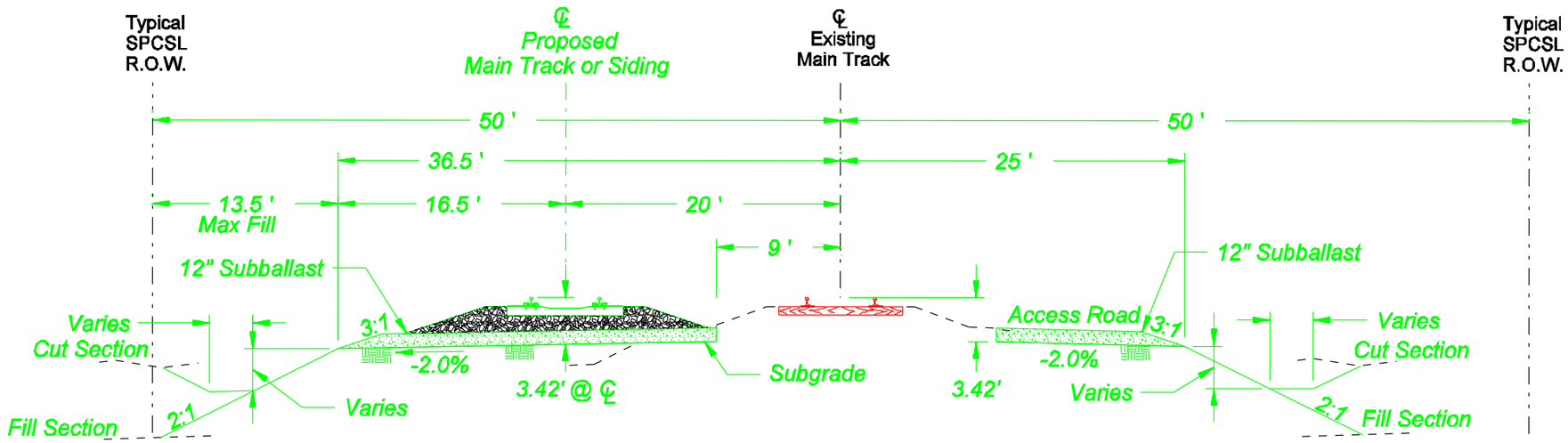
Totals = 24,259,414 33,571,302 57,830,716

Grand Total = $57,830,716

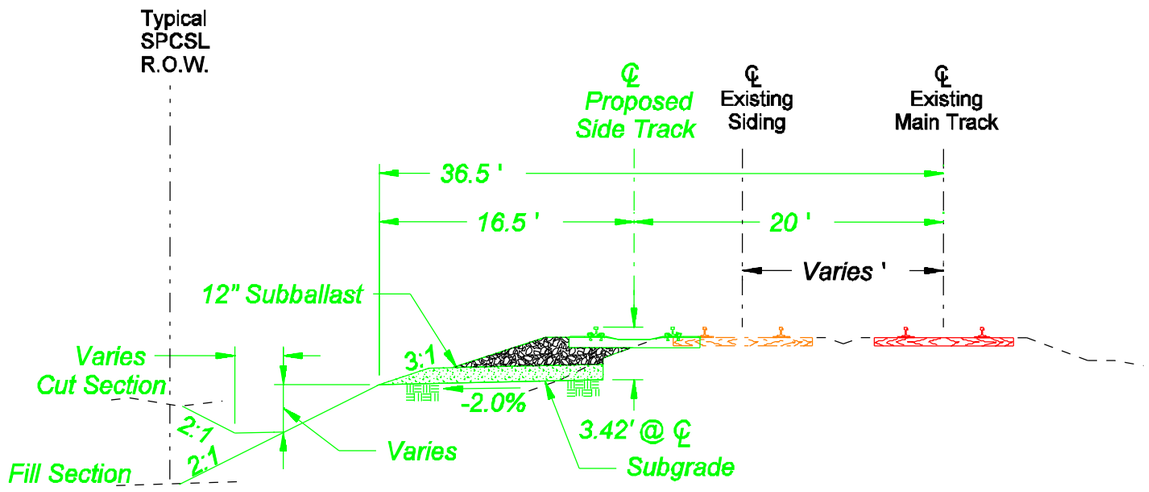
This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

Upload #8

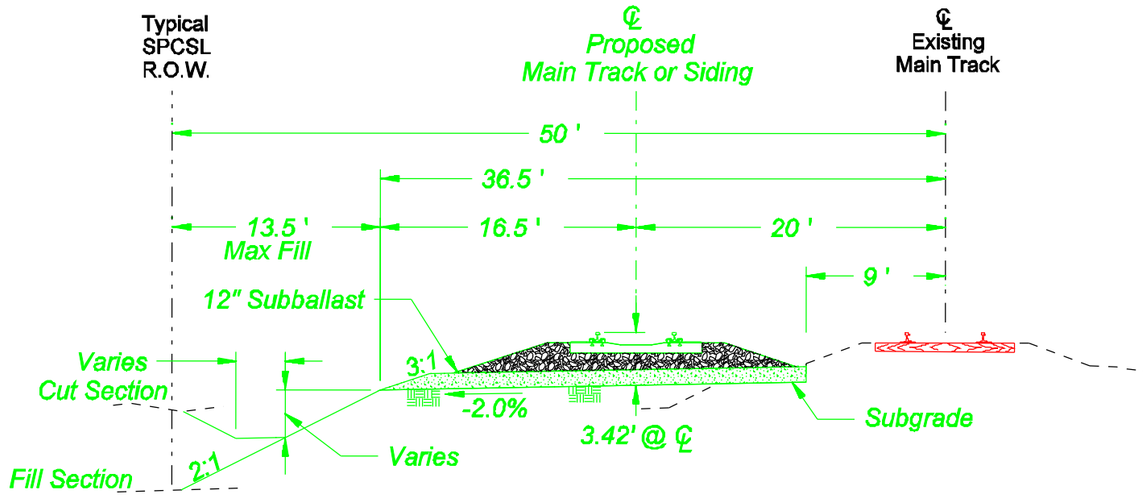
Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - PE



Typical Section for Second Main Track at 20' T.C.



Typical Section for Rehab Siding Track at 20' T.C.



Typical Section for New Siding at 20' T.C.

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$$date$$

DRAWN BY: TLC	UNION PACIFIC RAILROAD — Office of Assistant Vice President Engineering Design/Construction
CHECKED BY: JDB	LOCATION & DESCRIPTION: SPCSL - Track 1 Project Construct 2nd Main Track and Mazonia Siding and Rehab Sidings
DATE: 08/18/09	
SHEET NUMBER T 01 of 01	SHEET TITLE: TYPICAL SECTIONS

Upload #9

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North CE

Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals, which may qualify as Categorical Exclusions and to assist the FRA in evaluating requests from project sponsors for categorical exclusion determinations. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor's Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

For Agency Use	*Date Received:*
Reviewed By: *Date:*	*Recommendation for action:* ☐ *Accept* ☐ *Return for Revisions* ☐ *Not Eligible*
Comments:	
Concurrence by Counsel: ☐ *Accept Recommendation* ☐ *Return with Comments*	*Reviewed By:* *Date:*
Comments:	
Concurrence by Approving Official:	*Date:*

I. PROPOSAL DESCRIPTION

Proposal Sponsor Union Pacific Railroad Company	**Date Submitted**	**FRA Identification Number (if any)**
Proposal Title SPCSL 2nd Mainline Track and Mazonia Siding, Joliet Subdivision		
Location (Include Street Address, City or Township, County, and State) SPCSL 2nd Mainline Track: Intersection of UPRR & E. Jackson Street (City of Joliet) and southward to a location approximately 1,600-ft north of S. Diagonal Road (Elwood, IL); Will County (see Figures 1, 2A-2E; Attachment 1) Mazonia Siding: Between UPRR Milepost (MP) 58.26 located south of Braidwood, Will County, IL, and MP 60.44 located north of Braceville, Grundy County, IL (see Figures 1, 2A, and 2B; Attachment 2).		
Contact Person Gary Bates, P.E. (UPRR)	**Phone** 402-544-2282	**E-mail Address** GWBATES@up.com
Note: Fully describe the proposal including specifics that may be of environmental concern such as: widening an embankment to stabilize roadbed; repairing or replacing bridge piers foundations, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard.		

Description of Proposal

The project consists of two components located within UPRR's Joliet Subdivision. The northern component is located between UPRR Milepost (MP) 36.80 in the City of Joliet, Illinois, and MP 44.60, north of Elwood, Illinois, and consists of track improvements to the existing double tracks between MP 36.80 and MP 38.50, and adding a second mainline track to the single track located between MP 38.50 and MP 44.60. In approximately the northern two miles of the project area which is already double-tracked, the track improvements will include the addition of crossovers between the two existing tracks as well as turnout/signal upgrades. Additional construction activities throughout the entire project area includes the installation of sixteen new No. 24 turnouts, one No. 20 turnout, four No. 9 turnouts and approximately 31,509 feet of track. One new bridge will be constructed at MP 44.40 and an existing bridge at MP 42.60 will require widening.

The southern component is located between MP 58.26 and MP 60.44, and consists of the construction of a new siding track adjacent to the north side of the existing single mainline track. A new No. 24 turnout and 11,190 feet of track will be constructed.

For both components, the signal system will be upgraded to a Centralized Traffic Control signal system. Existing culverts will be extended to accommodate the additional embankment required to construct the new track. Track construction will require earthen fill at some locations and excavation at other locations for subgrade construction. If additional fill is required it will be brought in by truck from a borrow area to be determined by the contractor. Twelve inches of base material will be placed on subgrade. This material will be brought in by truck from a borrow pit to be determined by the contractor. Ballast will be brought in by train to stabilize the track embankments. The ballast will be obtained from one of UPRR's existing pits.

For the northern component, staging areas for construction equipment, materials, and spoils will be located within UPRR's right-of-way (ROW) of the Joliet Intermodal Facility which is currently being constructed. For the southern component, staging areas will be located in the roadside/trackside ditch adjacent to the southeast of the grade crossing at S. Division Street.

Construction activities will commence in Spring 2010 and be completed by Fall 2011.

Purpose and Need of Proposal

The purpose of the project is to improve fluidity of train movement, decrease delays in passenger trains, and reduce congestion in the area between Braceville and Joliet. Currently, an average of 10 Amtrak passenger trains including the Lincoln Service, the Kansas City Mule, the Ann Rutledge, and the Texas Eagle, as well as 5 freight trains use this rail corridor every day. Currently this is a single mainline track with the exception of the northern-most two miles, thus there is no opportunity for trains to pass each other. Therefore, passenger train speed is limited by the slower freight trains. Extension of the existing double track from just south of Joliet to just north of Elwood, as well as construction of a new siding track from Braidwood to Braceville, will allow for faster trains to pass slower trains safely. The siding track will also improve the efficiency of the railroad by allowing for train meets and sorting of cars for freight trains as well as an area for storing trains during maintenance incidents.

II. NEPA CLASS OF ACTION

Answer the following questions to determine the proposal's potential class of action.

A. Will the proposal substantially impact the natural, social and / or human environment?

☐ YES (Contact FRA) ☒ NO (Continue)

Actions that will significantly impact the environment require preparation of an Environmental Impact Statement. These proposals typically include construction or extension of rail lines or rail facilities including passenger, high speed, or freight rail activities.

B. Is the significance of the proposal's social, economic or environmental impacts unknown?

☐ YES (Contact FRA) ☒ NO (Continue)

C. Does Section 4(f) of the Department of Transportation Act apply? (i.e. proposal requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site.)

☐ YES (Contact FRA) ☒ NO (Continue)

D. Is the proposal likely to require detailed evaluation of more than a few potential impacts?

☐ YES (Contact FRA) ☒ NO (Continue)

E. Is the proposal likely to generate intense public discussion or concern, even though it may be limited to a relatively small subset of the community?

☐ YES (Contact FRA) ☒ NO (Continue)

F. Is the proposal inconsistent with any Federal, State, or local law, regulation, ordinance, or Judicial or administrative determination relating to environmental protection?

☐ YES (Contact FRA) ☒ NO (Continue)

G. Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

☐ YES (Contact FRA) ☒ NO (Continue)

If the answer to any of the questions B through G is "YES", contact the FRA to determine whether the proposal requires preparation of an Environmental Assessment.

H. Is the proposal consistent with one of the following potential Categorical Exclusions?
FRA Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)

☒ YES (Mark category and continue as indicated) ☐ NO (Contact FRA)

☐ Financial assistance or procurements solely for planning or design activities that do not commit the FRA or its applicants to a particular course of action affecting the environment. *(stop and submit to FRA)*

☐ State rail assistance grants for acquisition. *(Continue to Part III)*

☐ Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment. *(stop and submit to FRA)*

☐ Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties. *(Complete Part III, Sections H, I, U, & V and submit to FRA)*

☐ Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density [or operational] characteristics of the existing rail line. *(Continue to Part III)*

☐ Temporary replacement of an essential rail facility if repairs are commenced immediately after the

occurrence of a natural disaster or catastrophic failure. *(Continue to Part III)*

☐ Changes in plans for a proposal for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Continue to Part III describing the full consequences of the changes only)*

☐ Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. ("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs) *(Continue to Part III)*

☐ Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities. *(Continue to Part III)*

☒ Minor rail line additions including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities. *(Continue to Part III)*

☐ Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks. *(Continue to Part III)*

☐ Environmental remediation through improvements to existing and former railroad track, infrastructure, stations and facilities, for the purpose of preventing or correcting environmental pollution of soil, air or water. *(Continue to Part III)*

☐ Replacement, reconstruction, or rehabilitation of an existing railroad bridge, including replacement with a culvert, that does not require the acquisition of a significant amount of right-of-way. *(Continue to Part III)*

III. PROPOSAL INFORMATION FOR CATEGORICAL EXCLUSIONS

Complete Part III unless indicated otherwise in Part II and submit to FRA.

For work to fixed facilities, maps displaying the following, as applicable, are required to be attached for FRA review:

- Proposal vicinity
- Proposal Site Plan indicating the USGS Quadrangle and Section
- Other Information as necessary to complete Part III

A. Describe how the proposal satisfies the purpose and need identified in Part I:

This project will benefit existing medium- and long-distance Amtrak service including the Lincoln Service between Chicago and St. Louis; the Kansas City Mule and Ann Rutledge trains between St. Louis and Kansas City, MO; and the Texas Eagle, providing service between Chicago and St. Louis, and then southwest to Little Rock, AR, Dallas/Ft. Worth, TX, and other points west to Los Angeles, CA. These trains serve one suburban Chicago stop and eight intermediate stops between Chicago and St. Louis, including Joliet, Bloomington-Normal and Springfield, IL. The proposed project will result in improvements to on-time-performance on the existing route and provide for an increase in average speeds and shorter trip times.

B. Location & Land Use: *For fixed facilities, attach a map or diagram, at an appropriate scale, identifying the location of the proposal site and if applicable, the surrounding land uses and zoning of the site and surrounding properties. If the proposal would require many pages of maps or diagrams, include only a location map and contact FRA to determine if additional information is required. A map or diagram that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences should be included if there is the potential for impacts to these resources.*

Briefly describe the existing land use of the proposal site and surrounding properties and resources.

SPCSL 2nd Mainline Track:

This component of the project is located in Will County, Illinois and consists of the installation of a secondary mainline track, and includes construction of one new bridge, widening an existing bridge, and extending the existing culverts. The project begins in the City of Joliet, Illinois at E. Jackson Street approximately one block south of State Highway 63, and generally extends in a southwest direction ending just south of Jackson Creek near the Village of Elwood, Illinois (see Figures 1 and 2A-2E; Attachment 1). The project is approximately eight miles long, and approximately the northern two miles are already double-tracked. In this area, the project consists of track improvements such as the addition of crossovers between the two existing mainline tracks. The limits of construction are within the existing railroad ROW, which has been disturbed by years of rail use.

The surrounding land use at the northern end of the project within the city limits of Joliet is a densely developed urban environment consisting of a mixture of retail and commercial uses with some industries, public facilities, and a few residences. This area is an older part of the City of Joliet, and some historic buildings are located in the vicinity of the project. The East Side Historic District comes within a half-block of the existing tracks at one point. Most of the land use immediately adjacent to the rail lines consists of vacant ground, parking lots, and commercial facilities. A small neighborhood park, Osgood Park, is located nearby, and an Amtrak commuter parking lot is located to the east of the tracks.

On the south side of Joliet, the surrounding land transitions to industrial use, including individual rock quarry operations owned by Vulcan Materials. This area includes lower-income residences, including a trailer park located on Zurich Road, but few residences are located near the train track. A new Dollar Tree distribution center and the Laraway Public School facility are located on the east side of the existing track.

Further to the south the land use changes mostly to cultivated agriculture fields growing row crops, mostly corn and soybeans. There is very little open natural space in this agricultural landscape, and residences consist of farmsteads and to a lesser extent, residential properties on large acreage parcels.

The southern part of the project area is characterized by farmland and newer residential subdivisions located near the northern edge of the Village of Elwood. These developments are single family homes and townhomes, generally priced starting at values of $250,000 and more.

The intensive agriculture typical of rural Illinois provides very little open space that is not cultivated. One of the few more natural areas is the wooded riparian corridor surrounding Jackson Creek.

Mazonia Siding:

This component of the project is located in portions of Grundy and Will Counties, Illinois, and consists of the construction of a new siding track, including the extension of existing culverts. The project begins near the southern edge of the City of Braidwood, extends southwest past the Village of Godley, and ends at the northeastern municipal limits of

the City of Braceville. Within the project corridor the existing single mainline track is situated between State Highways 129 and 53. The limits of construction extend approximately 50-feet to the east and 50-feet to the west of the existing mainline track, and will occur entirely within the existing UPRR ROW. The surrounding land use adjacent to the east of Highway 53 consists mainly of the Braidwood Nuclear Generating Plant and Braidwood Cooling Lake area. Land use adjacent to the west of Highway 129 consists mainly of agricultural / open land with farmsteads. Hileman Motor Mart, an auto salvage yard, is located west of Highway 129 near the City of Braidwood. Single-family residential homes in the project area are mostly located in or near the City of Braidwood and the Village of Godley. The City of Braidwood had an estimated median house value in 2000 of $115,000, and the Village of Godley had an estimated median house value in 2000 of $100,500 (US Census Bureau).

C. Historic Resources: *If any cultural, historic, or archaeological resources are located in the immediate vicinity of the proposal, check and describe the resource(s) and then describe any potential effect of the proposal on the resource(s). Consultation with the SHPO is necessary when these resources are potentially affected.*

☐ Cultural:

☐ Historical:

☐ Archaeological:

Has consultation with the State Historic Preservation Officer occurred? If so, describe and attach relevant correspondence.

☒ Consultation with SHPO: No impacts on cultural resources are anticipated.

D. Public Notification: *Briefly describe any public outreach efforts undertaken on behalf of the proposal, if any. Indicate opportunities the public has had to comment on the proposal (e.g., Board meetings, open houses, special hearings).*

No public outreach efforts have been undertaken.

Indicate prominent concerns expressed by agencies or the public regarding the proposal, if any.

Not applicable.

E. Transportation: *Would the proposal have a detrimental effect on other railway operations or impact road traffic, or increase demand for parking?*

☒ No (continue) ☐ Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Include maps or diagrams indicating any impacts and any proposed modifications to existing railways or roadways or parking facilities. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this project will impact.

The project will result in improvements to on-time-performance on the existing route and provide for an increase in average speeds and shorter trip times; thus, the project will not have a detrimental effect on other railway operations.

Grade crossings located along the project corridor will be temporarily impacted due to the construction of the second mainline track, crossovers, and siding track. In addition, signals along the project corridor will be upgraded to Centralized Traffic Control which will allow for safer train movements through these grade crossings as well as the entire railroad network. Due to the more efficient train

movements in this area, the grade crossings will not be adversely impacted. These improvements may serve to reduce the traffic delay at these crossings as well as adjacent crossings. At this time no increase in the number of trains or other improvements are planned for this area.

F. Noise and Vibration: *Are permanent noise or vibration impacts likely?*

☒ No (continue) ☐ Yes, describe how the proposal will involve noise impacts. If the proposal will result in a change in noise sources (number or speed of trains, stationary sources, etc.) and sensitive receptors (residences, hospitals, schools, parks, etc.) are present, apply screening distances for noise and vibration assessment found in FRA noise impact assessment guidance manual (and FTA's manual as needed) and compare proposal location with nearest receptor(s). If the screening distance is not achieved, attach a "General Noise and/or Vibration Assessment."

Noise ☐ Vibration ☐

SPCSL 2nd Mainline Track:

The proposed second mainline track will benefit freight trains and the high-speed rail traffic that is proposed for the area. The second mainline will allow for a freight train (slower train traffic) to continue its course without delay while the high-speed rail traffic can move through the area quickly on the adjacent mainline track. No increase in the volume of train traffic is proposed by the project; therefore, the amount of noise will not change as a result of the project. Rather, the frequency or duration of noise will likely change based on the concurrent use of the railroad by both trains hauling freight and passengers. In many locations noise and vibrations may decrease due to the reduced need for trains to slow and/or stop.

In addition to the second mainline south of the City of Joliet, crossovers will be installed within the City. The proposed crossovers will not increase the volume of trains or the regulated speed of trains throughout this area; thus, noise and vibration impacts will not be increased from the existing condition.

Mazonia Siding:

The proposed siding track will benefit freight trains and the high-speed rail traffic that is proposed for the area. The siding track allows a location to store trains off of the mainline track during periods of incidents while other train traffic such as high-speed rail can pass by. The siding track will also act as a passing lane that will allow for a freight train (slower train traffic) to pull over onto the siding while the high-speed rail traffic can move through the area quickly using the existing mainline track. The proposed siding track will not increase the number of trains or the regulated speed of trains throughout this area; thus, noise and vibration impacts will not be increased from the existing condition.

Construction noise will be temporary and confined to the hours between 7 a.m. and 6 p.m.

As a result of the general assessment(s) are there noise or vibration impacts?

☒ No (continue) ☐ Yes (Describe and provide map identifying sensitive receptors):

G. **Air Quality:** *Does the proposal have the potential to increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?*

☒ No (continue) ☐ Yes, attach an emissions analysis for General Conformity regarding Carbon Monoxide (CO), Ozone (O_3), Particulate Matter (PM_{10}), Nitrous Oxides (NO_x), and Carbon Dioxide (CO_2), and include a hot spot analysis if indicated. Describe any substantial impacts from the proposal.

The project is located within the Chicago-Gary-Lake Co., IL-IN 8-hr ozone nonattainment area and the PM-2.5 nonattainment area. The project will not increase train traffic in this area; therefore, the project will not increase concentrations of ambient criteria pollutants.

Temporary impacts are possible that may be caused by dust and exhaust generated by equipment during construction. Equipment will include the use of trucks, backhoes, graders, compactors, bobcats, cranes, loaders, and compressors. UPRR will comply with local regulations to suppress dust emissions as necessary.

Is the proposal located in a Non-Attainment or Maintenance area?

☐ No (continue) ☒ Yes, for which of the following pollutants:

☐ Carbon Monoxide (CO) ☒ Ozone (O_3) ☐Particulate Matter (PM_{10})

H. **Hazardous Materials***: Does the proposal involve the use or handling of hazardous materials?*

☐ No (continue) ☒ Yes, describe use and measures that will mitigate any potential for release and contamination.

Freight traffic along the Joliet Subdivision commonly transports hazardous materials through this corridor; however, the project will not increase the volume of train traffic or the types of freight being transported. Construction of this project does not require the use of hazardous materials other than those required to operate construction equipment (fuel for cranes, graders, trucks, etc.). To mitigate for a potential release and contamination, the contractor will implement and maintain an Emergency Response Plan (or equivalent) that abides to existing UPRR and/or FRA standards.

I. **Hazardous Waste:** *If the proposal site is in a developed area or was previously developed or used for industrial or agricultural production, is it likely that hazardous materials will be encountered by undertaking the proposal?* (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)

☒ No, explain why not and describe the steps taken to determine that hazardous materials are not present on the proposal site and then continue to question I.

A records review was conducted for the project area. The following sources were searched for potential hazardous and solid waste concerns and a description of findings is discussed below:

FirstSearch Technology Corporation Environmental FirstSearchTM Report including information from the following databases:

- Federal National Priority List/Delisted National Priority List

- Federal Comprehensive Environmental Response, Compensation, and Liability Information System (Superfund)

- Federal Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS)

- Federal RCRA non-CORRACTS Transporters, Storage and Disposal (TSD) facilities List

- Federal RCRA generators list
- Federal institutional controls/engineering controls registries
- Federal Emergency Response Notification System list
- State-and tribal-equivalent CERC LIS
- State, tribal, and local landfill and/or solid waste disposal site lists
- State and tribal leaking storage tank lists (LUST)
- State and tribal registered storage tank lists
- State and tribal institutional control/engineering control registries
- State and tribal voluntary cleanup sites (VCP)
- State, tribal, and local Brownfields sites
- Local lists of land records, emergency release reports and hazardous waste/contamination sites

U.S. Environmental Protection Agency – Envirofacts Warehouse-ENVIROFACTS

Illinois Environmental Protection Agency (IEPA) – Bureau of Land:

- Brownfields Database Search Page
- Leaking Underground Storage Tanks (LUST)
- Office of Site Evaluations Redevelopment Assessment
- Site Remediation Program
- Facility Compliance Tracking System
- Solid Waste Permit Activities
- State Response Action Program

Findings for the SPCSL 2nd Mainline Track:

The FirstSearch report did not indicate the presence of CERCLIS or NPL sites within 500 feet of the site. Additional information from the IEPA indicated the presence of CERCLIS sites in the vicinity, however none were located within 0.25 miles of the site. The FirstSearch report also reported the presence of 6 LUST sites located within 500 feet of the project site. Three of these sites have been closed with no further remediation required. One site (Speedway SuperAmerica) located 0.07 miles northwest of the site, was reported to have discrepancies of gas inventories, however do not involve leaking storage facilities and is considered a non-listed IEPA site. Other LUST sites include a diesel spill (1991) at the Joliet Mass Transit (0.04 miles northwest of the project and a gasoline spill (1990) at the Joliet Union Station -0.05 miles northwest of the site. Both sites are listed as Active. Conversation with a representative of the IEPA, Bureau of Land LUST division indicates that these sites are old and IEPA is in the process of clearing up old sites. IEPA personnel indicated the sites will probably require very little in the way of cleanup or may be cleaned up but haven't received certification. No adverse impacts are anticipated from any LUST sites.

There are 9 facilities listed as RCRA generators which includes 1

conditionally except small quantity generator (CESQG), 5 SQG, and 4 large quantity generators (LQG) located within 500 feet of the project site. The majority of these facilities did not report any violations with the exception of the Joliet Union Station; however the violation was resolved (1997).

There are 22 Underground Storage Tank (UST) locations within 500 feet of the project site, however the majority of sites have been closed, removed, or involve heating oil tanks which are except from reporting. There are two sites which store gasoline; however no incidents requiring reporting were noted.

There is one voluntary cleanup site located 0.06 miles northwest of the project. The site was enrolled in the program May of 2001, however as of July 2009, the site is inactive.

In April 2003, an Emergency Response Notification was received due to a trail derailment involving 8 locomotives and 60 cars at BNSF Railroad Mile post 37.3 where it intersects W. Clinton Street in Joliet (adjacent to UPRR tracks). An unknown amount of plastic pellets were spilled on the adjacent land, but nothing else is listed in the ERNS report. BNSF personnel have indicated that this incident has been cleaned up.

A site visit was conducted August 15, 2009. The northern portion of the project passes through industrial, residential, and suburban areas of Joliet, Illinois. The areas adjacent to the existing railroad tracks generally include roadways, parking lots, and residential yards.

The southern portion of the project passes through agricultural areas and properties adjacent to the tracks are for the most part undeveloped. Vegetation along the tracks and adjacent properties did not appear stressed.

Findings for the Mazonia Siding:

The FirstSearch report indicated several Emergency Response Notification System (ERNS) reports for the general area of the project. These notifications included reports of train collisions with vehicles (non-releases), natural gas release (off the project site), and reports of leaks from the Excelon Braidwood Nuclear Plant. These incidents do not involve petroleum or hazardous materials leaks on railroad property or adjacent properties. The leaks at the nuclear plant involve Tritium, a radioactive material, and have been investigated with monitoring of onsite and offsite groundwater monitoring north and east of the power plant. There have been no reports of tritium in groundwater samples exceeding Illinois EPA regulatory limits. There are 3 Casey General Stores adjacent to Highway 129 (north of the project site) reported as RCRA Small Quantify Generators, however no violations have been reported. The FirstSearch report indicates there are 5 underground storage tanks (UST) on the Amoco Oil Company situated north of the project site. These UST contain gasoline and used oil, however no reports of leaks or other incidents have been reported.

A site visit was not conducted, however aerial imagery was reviewed which depicts the project site begins in the southeastern edge of Braidwood, Illinois situated between Highway 129 and Highway 53. The project site passes through residential areas south of Braidwood, and then extends to the southwest through undeveloped agricultural lands and small acreages to Godley, Illinois. The project then extends to the northeastern edge of Braceville, Illinois. The existing rail line

is surrounded by grassy areas and roadside/railroad ditches on either side of the existing tracks. There appear to be other structures or improvements to the project site.

Summary of Findings:

It is anticipated that the project will not affect nor be affected by hazardous materials; however the potential to encounter wastes from unknown sites should always be a consideration. Any unknown sites that are found during project construction will be handled in accordance with Federal and State Laws and Regulations.

If regulated solid or hazardous wastes are found unexpectedly during construction activities, work will cease at the suspect site and the construction inspector will contact the appropriate environmental agencies. The environmental agency, UPRR, and the contractor will develop a plan for sampling, remediation if necessary and continuing project construction.

☐ Yes, complete a Phase I site assessment and attach.

If a Phase I survey was completed, is a Phase II site assessment recommended?
☐ No (continue) ☐ Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the proposal.

J. Property Acquisition: *Is property acquisition needed for the proposal?*
☒ No (continue) ☐ Yes, indicate whether the acquisition will result in relocation of businesses or individuals. **Note:** *To ensure eligibility for Federal participation, grantees may not acquire property with either local matching or Federal funds prior to completing the NEPA process and receiving written FRA concurrence in both the NEPA recommendation and property appraisals.*

K. Community Disruption and Environmental Justice: *Does the proposal present potentially disruptive impacts to adjacent communities?*
☒ No (continue) ☐ Yes, provide a socio-economic profile of the affected community. Indicate whether the proposal will have a disproportionately high and adverse effect on minority or low-income populations. Describe any potential adverse effects and any community resources likely to be impacted. Describe outreach efforts targeted specifically at minority or low-income populations.

This project will not have a disproportionately high and adverse affect on minority or low-income populations. No relocations or additional ROW would be acquired. Construction within the City of Joliet should not require road closures, as within town there are grade separations at each street. Throughout the remainder of the project area, grade crossings may occasionally be closed during track construction. In this part of the project there are no low-income or minority populations concentrated along the project corridor that would be disproportionately adversely impacted.

Temporary easements may need to be obtained by UPRR for construction access and to stage materials; however, these easements will not require the relocation of businesses or residences, or impact sensitive environments.

L. Impacts On Wetlands: *Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?*
☐ No (continue) ☒ Yes, show wetlands and waters on the site map and classification. Describe the

proposal's potential impact to on-site and adjacent wetlands and waters and attach any coordination with the State and US Army Corps of Engineers.

For the SPCSL 2nd Mainline Track component of the project, please reference the attached Wetland Summary Report provided in Attachment 3.

For the Mazonia Siding component of the project, please reference the attached Wetland Summary Report provided in Attachment 4.

M. Floodplain Impacts: *Is the proposal located within the 100-year floodplain or are regulated floodways affected?*

☐ No (continue) ☒ Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

SPCSL 2nd Mainline Track:

This component of the project involves several drainage structures. Following a review of FEMA's Flood Insurance Rate Map (FIRM) for Will County, Illinois, and Incorporated Areas (Community Numbers 17197C0164 E, 17197C0280 E, and 17197C0286 E, Effective Date: September 6, 1995) three structures are located within a FEMA designated floodway (Zone AE), three structures are located within a designated floodplain (Zone A) and several structures are located outside a designated floodplain.

Mazonia Siding:

This component of the project involves three drainage structures located in Will and Grundy Counties. Following a review of FEMA's FIRM for Will County, Illinois, and Incorporated Areas (Community Number 17197C0415 E, Effective Date: September 6, 1995) none of the structures are located within a FEMA designated floodplain. The project is located within an unmapped area of Grundy County.

Summary:

A local stormwater permit will be required for all hydraulic structures located within Will County. A permit will also be required from the Illinois Department of Natural Resources (IDNR) for the structure replacement/extensions. Individual IDNR permits will be required for the structures located within a FEMA designated floodway, while the others will comply with the non-notification Statewide Permits requirements. No permits are required from Grundy County.

N. Water Quality: *Are protected waters of special quality or concern, essential fish habitats, or protected drinking water resources present at or directly adjacent to the proposal site?*

☒ No (continue) ☐ Yes, describe water resource and the potential for impact from the proposal, and any coordination with regulatory entities.

The project will not impact groundwater and is not likely to adversely affect surface waters. Appropriate Best Management Practices will be utilized prior to, during, and after construction as part of the Soil Erosion and Sediment Control Plan for the project.

O. Navigable Waterways: *Does the proposal cross or have effect on a navigable waterway?*

☒ No (continue) ☐ Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the proposal in a designated coastal zone?*

☒ No (continue) ☐ Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

Q. Prime and Unique Farmlands: *Does the proposal involve the use of any prime or unique farmlands?*

☒ No (continue) ☐ Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

As discussed in the attached Wetland Summary Reports (Attachments 3 and 4), numerous soil types located within the project corridor are identified as farmland of statewide importance; however, none of these will be affected by the project since the project will occur in existing railroad ROW and the soils in these areas are already disturbed.

R. Ecologically Sensitive Areas And Endangered Species: *Are any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, or designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the proposal site?*

☒ No (continue) ☐ Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach.

SPCSL 2nd Mainline Track:

According to the IDNR's Biological Stream Ratings for Diversity, Integrity, and Significance, both Hickory Creek (located at MP 38.30) and Jackson Creek (located at MP 44.10) have final integrity ratings of "C", meaning that the streams have moderate biotic integrity on a scale of "A" through "E". Hickory Creek has a fish proportional score of 0.600 whereas Jackson Creek's fish proportional score is 0.667. Impacts to these streams as a result of the project are negligible since the replacement of hydraulic structures which convey these waters will not impede the movement of fish during or post-construction. Additionally, Best Management Practices will be implemented for soil erosion and sediment control, including the restoration of all disturbed areas to preconstruction elevations and the re-seeding or planting of native vegetation.

According to an on-line review of Federally Endangered, Threatened, Proposed, and Candidate Species (USFWS, Feb. 2009), nine species are listed for Will County, Illinois. Of the nine species, three are listed as endangered and include the Indiana bat, Hine's emerald dragonfly, and the leafy-prairie clover; three are listed as threatened and include the eastern prairie fringed orchid, lakeside daisy, and mead's milkweed; and three are listed as candidate species which include the eastern massasauga, sheepnose mussel, and spectaclecase mussel. Since the project will occur within the existing railroad ROW that is significantly disturbed, the project is not likely to impact the abovementioned species. Additionally, these species were not identified to be located in the vicinity of the project area following a review of the Illinois Natural Heritage Database (discussed below). Regarding the Indiana bat, any suitable trees that are present within the project corridor will be cleared/grubbed during the non-roosting period.

Utilizing the IDNR's Ecological Compliance Assessment Tool (EcoCAT), a review of the Illinois Natural Heritage Database was conducted for the

project corridor. The EcoCAT search identified one protected resource in the vicinity of the project area, identified as Markgraf Quarry Illinois Natural Areas Inventory (INAI) site. A review of the INAI Sites by County list (August 2009) listed Markgraf Quarry as Category IV which represents the INAI site as having outstanding geological features. The project will not impact Markgraf Quarry as the project will occur entirely within the existing railroad ROW.

Mazonia Siding:

This component of the project is located within portions of Will and Grundy Counties. According to an on-line review of Federally Endangered, Threatened, Proposed, and Candidate Species (USFWS, Feb. 2009), nine species are listed for Will County, Illinois, as discussed above. The Indiana bat, sheepnose mussel, and eastern prairie fringed orchid are also listed for Grundy County with the same status designations as listed above. The project will occur entirely within the existing UPRR ROW that has been previously disturbed by rail use; as such, the project is not likely to affect the abovementioned species.

Additionally, these species were not identified to be located in the vicinity of the project area following a review of the Illinois Natural Heritage Database (discussed below).

Utilizing the IDNR's EcoCAT, a review of the Illinois Natural Heritage Database was conducted for the project corridor. The EcoCAT search identified five protected resources that may be in the vicinity of the project area, identified as follows:

- Braidwood Dunes and Savanna INAI Site
- Braidwood Dunes and Savanna Nature Preserve
- Godley Railroad Prairie INAI Site
- Blanding's Turtle
- Henslow's Sparrow

A review of the INAI Sites by County list (August 2009) listed the Braidwood Dunes and Savanna INAI site as Categories I, II, and III which represents that this site contains high quality natural community and natural community restorations, specific suitable habitat for state-listed species or state-listed species relocations, and state dedicated Nature Preserves, Land and Water Reserves, and Natural Heritage Landmarks; respectively. The Godley Railroad Prairie INAI site is listed as Category I.

A review of the IDNR geospatial dataset for the INAI sites indicated that the Godley Railroad Prairie INAI site is located near the center of the Mazonia Siding project in the trackside ditches adjacent to the north and south of the existing mainline track. Prior to construction, UPRR will coordinate with IDNR on the minimization of the impacts to this area as well as conduct surveys for special status species.

Almost all of the existing land use within the project area is railroad ROW which includes trackside ditches that are disturbed and located in between two highways. No impacts to federal or state-listed species, including Blanding's turtle and Henslow's sparrow, are likely to occur as a result of the project.

S. Safety And Security: *Are there safety or security concerns about the proposal?*

☒ No (continue) ☐ Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the proposal after its construction.

T. Construction Impacts: *Are major construction period impacts likely?*

☐ No (continue) ☒ Yes, describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and address air and water quality impacts, safety and security issues, and disruptions of traffic and access to property and attach scale maps as necessary.

Construction noise will be mitigated by limiting construction to the hours of 7 am to 6 pm.

Impacts to utilities will be mitigated via working with the owners of the utilities and service providers to locate and relocate them as necessary.

At grade crossings where rail construction is proposed, the crossings will be closed and barricaded for short durations (a few days per crossing) and vehicular/pedestrian detours will be utilized to re-route traffic to alternate at-grade crossings throughout this time period. Work will be performed during daylight hours for safety considerations and also to restrict construction noise to the daylight hours.

To mitigate for the road closures, UPRR will coordinate with the appropriate municipalities/agencies, for example, the Cities of Joliet, Braidwood and Braceville, Village of Godley, Grundy County, Will County, and the Illinois Department of Transportation (IDOT) to determine the detour routes and to ensure that the proper public notifications (for example, public transportation and emergency services) and signage are utilized during this time.

U. Cumulative Impacts: *Are cumulative impacts likely?*

A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

☒ No (continue) ☐ Yes, describe the reasonably foreseeable:

(a) Direct impacts, which are caused by the action and occur at the same time and place.

(b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

V. Related Federal, State, or Local Actions: *Indicate whether the proposal requires any of the following actions (e.g., permits) by other Agencies and attach copies of relevant correspondence.* It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues can be described in the relevant resource discussion in sections B-S above.

☐ **Section 106** *Historic and Culturally Significant Properties*

☒ **Section 401/404** *Wetlands and Water*

☐ **USCG 404** *Navigable Waterways*

☒ **Executive Orders** *Wetlands, Floodplains, Environmental Justice*

☒ **Clean Air Act** *Air Quality*

☒ **Endangered Species Act** *Threatened and Endangered Biological Resources*

☐ **Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*

☐ **Safe Drinking Water Act**

☒ **Other State or Local Requirements** (Describe) The following plans/permits are also required: Soil Erosion and Sediment Control Plan per the Section 404 permit; an Engineering Site Development Permit from the Will County Land Use Department; local stormwater permit from Will County for all hydraulic structures, Individual IDNR permits for the three structures located in the floodway, and IDNR non-notification Statewide Permits for all other hydraulic structures. No permits are required from Grundy County. For the Mazonia Siding component of the project, an approval is also needed from the Claypool Drainage and Levee District for impacts to Claypool Drainage. A temporary construction entrance permit will be required from IDOT for construction access from the state highways.

X. **Mitigation:** Describe mitigation measures which address identified impacts and have been incorporated into the proposal, if any.

Construction activities will occur only between the hours of 7 am to 6 pm to minimize construction noise impacts on nearby residences and businesses.

During construction, UPRR will comply with local regulations to suppress dust emissions as necessary.

To mitigate for a potential release and contamination, the contractor will implement and maintain an Emergency Response Plan or equivalent that will abide to existing UPRR and/or FRA standards.

Impacts to utilities will be mitigated via working with the owners of the utilities and service provides to locate and relocate them as necessary.

During the grade closures, UPRR will coordinate with the municipalities, Grundy County, Will County, and IDOT to determine the detour routes and to ensure that the proper public notifications and signage are utilized during this time.

A Soil Erosion and Sediment Control Plan will be implemented at the project site, and Best Management Practices will be employed to protect water resources. Impacts to wetlands and waters (including the biologically significant streams) will be properly mitigated. Once the project is further along in design, the impacts to wetlands and waters will be more precisely identified along with the appropriate mitigation.

It is anticipated that the project will not affect nor be affected by hazardous materials; however the potential to encounter wastes from unknown sites should always be a consideration. Any unknown sites that

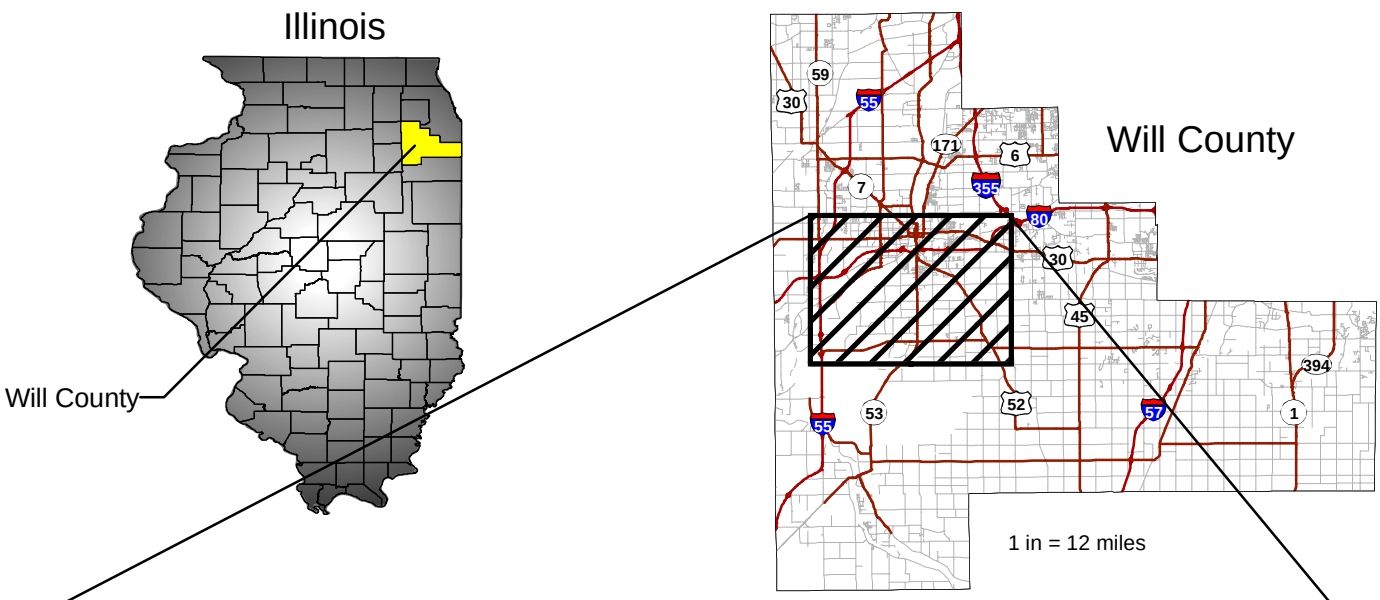
are found during project construction will be handled in accordance with Federal and State Laws and Regulations.

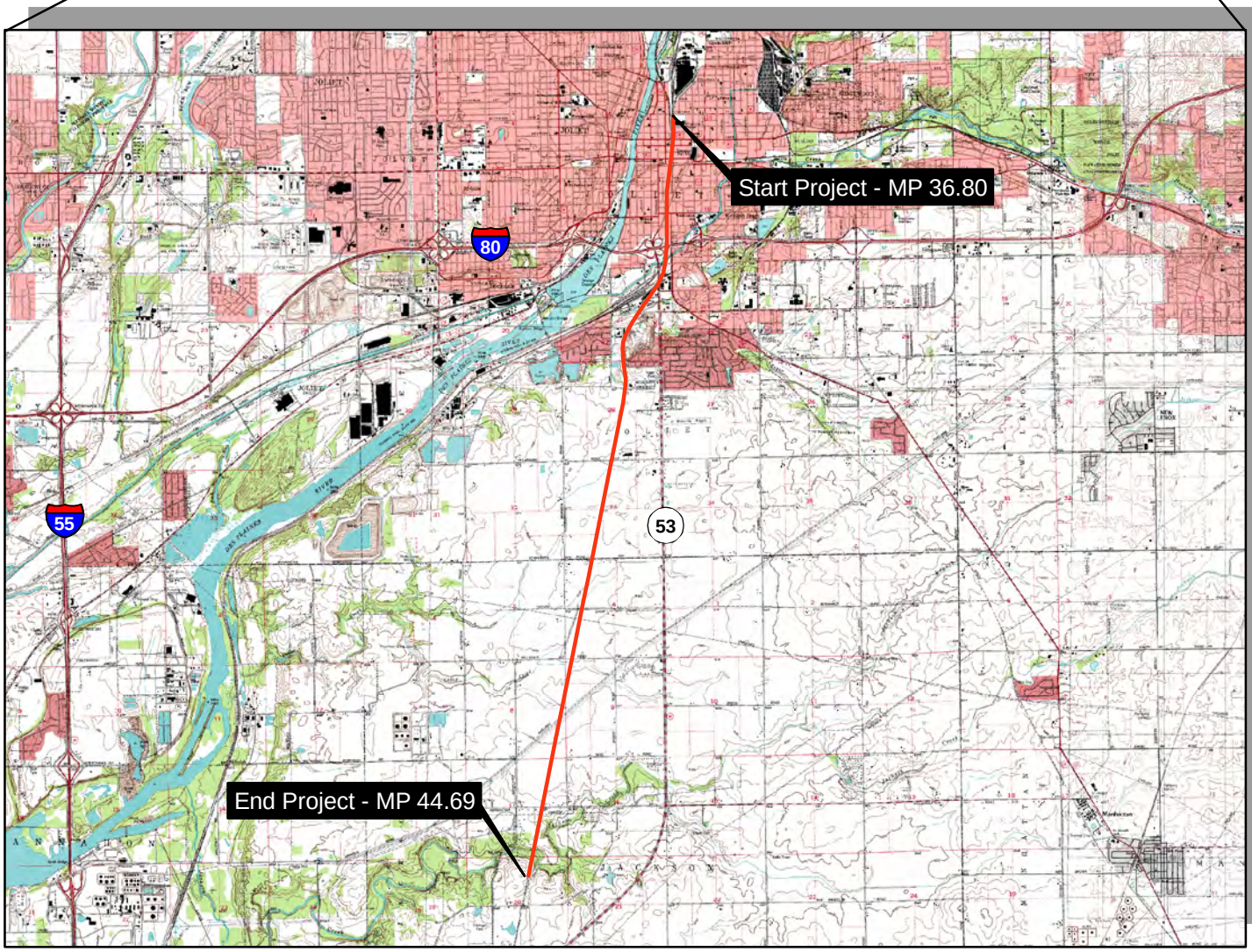
If regulated solid or hazardous wastes are found unexpectedly during construction activities, work will cease at the suspect site and the construction inspector will contact the appropriate environmental agencies. The environmental agency, UPRR, and the contractor will develop a plan for sampling, remediation if necessary, and continuing project construction.

Appropriate permits will be obtained and all conditions adhered to.

ATTACHMENT 1

FIGURES for SPCSL 2ND MAINLINE TRACK





Data Source: USGS 7.5 Minute Topographic Map, Will County Mosaic

F:\Projects\0091759\ENVA\GIS\Joliet Maps.mxd

OLSSON ASSOCIATES

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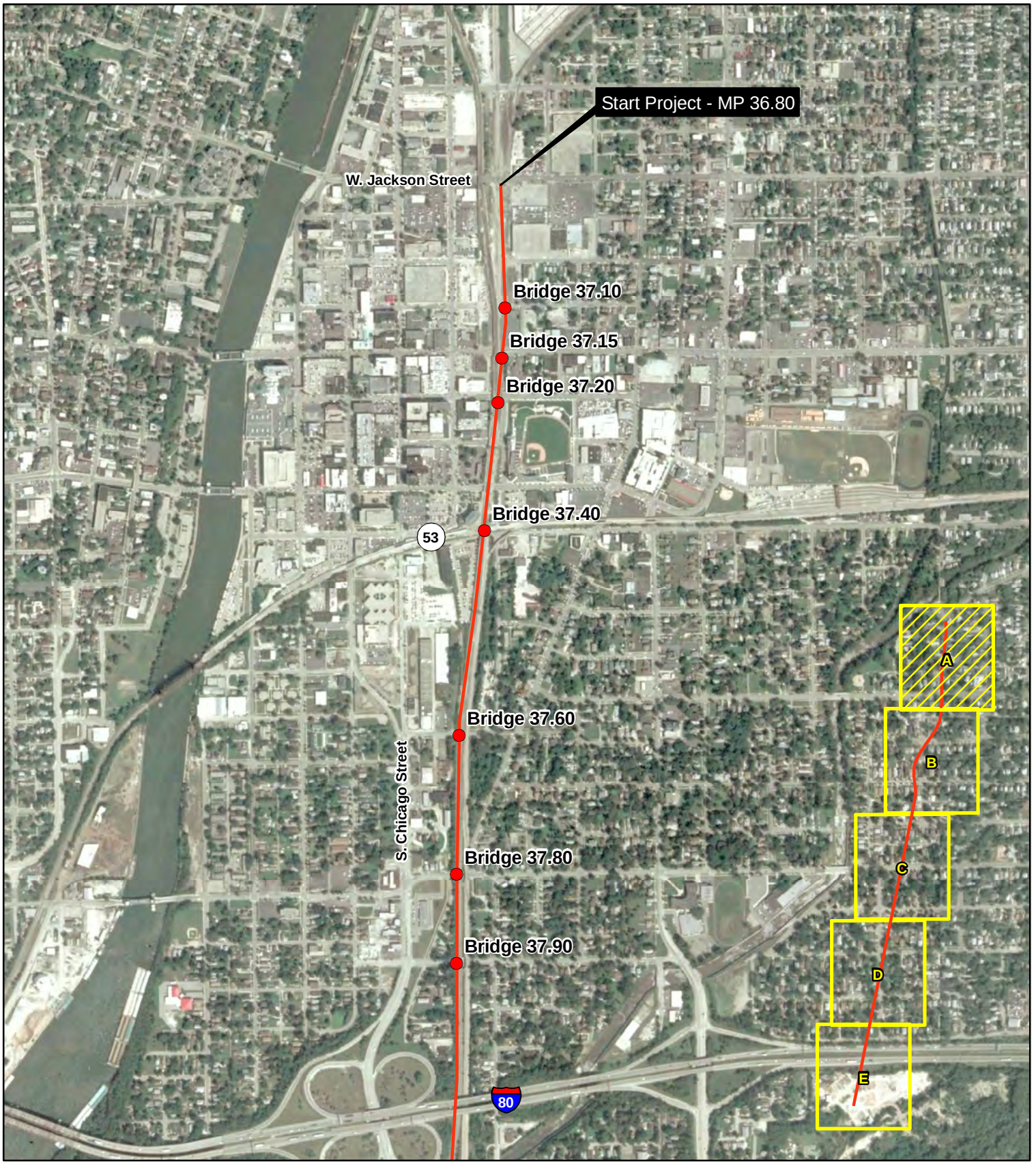
Feet
1:108,000

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois

Location Map
Figure 1



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Data Source: 2006 NAIP Aerial Photograph, Will County, Illinois

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Feet

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OLSSON ASSOCIATES

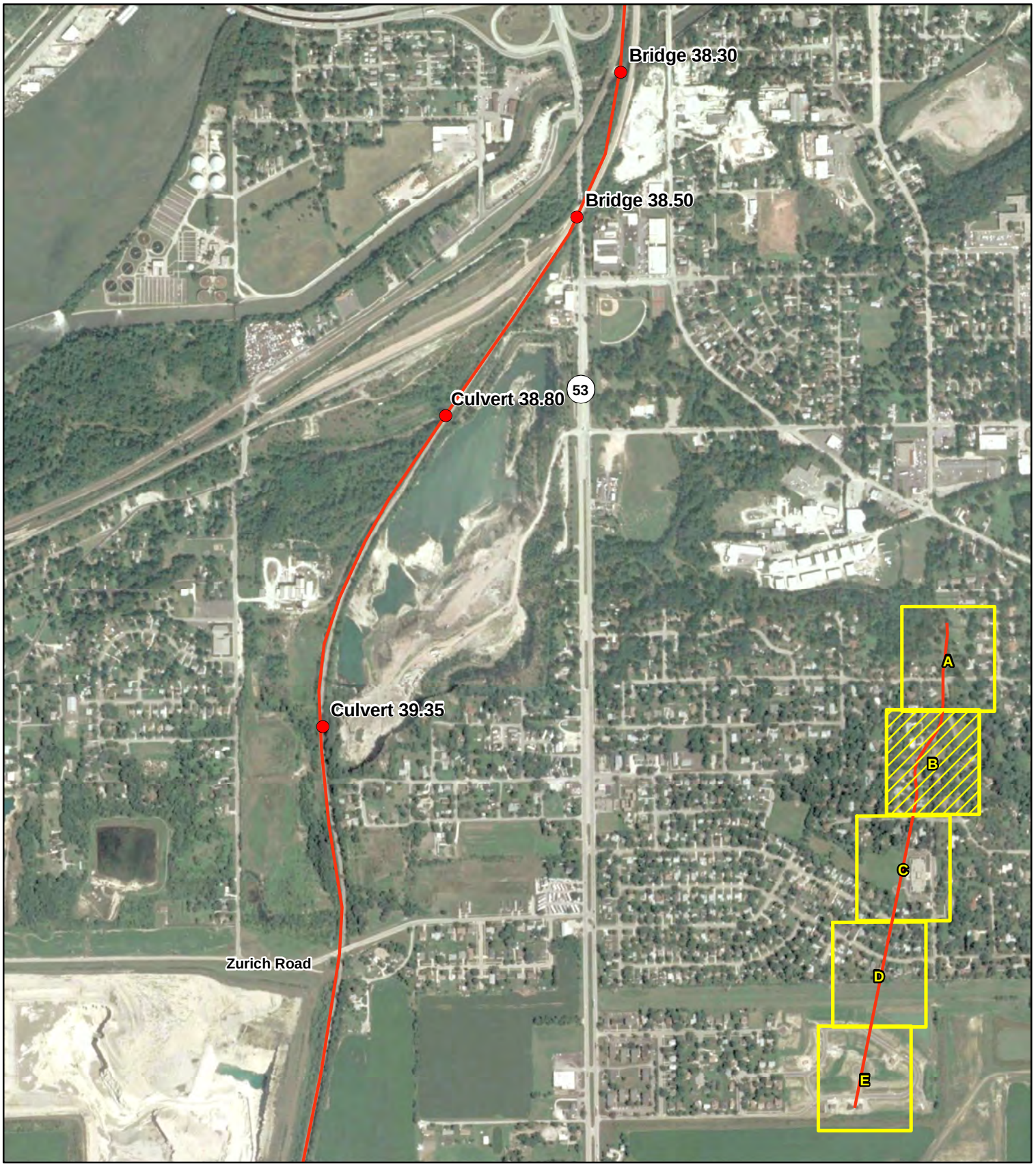
SPCSL 2nd Mainline Track

Project No. 009-1759

Will County, Illinois

Site Map

Figure 2A



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Data Source: 2006 NAIP Aerial Photograph, Will County, Illinois

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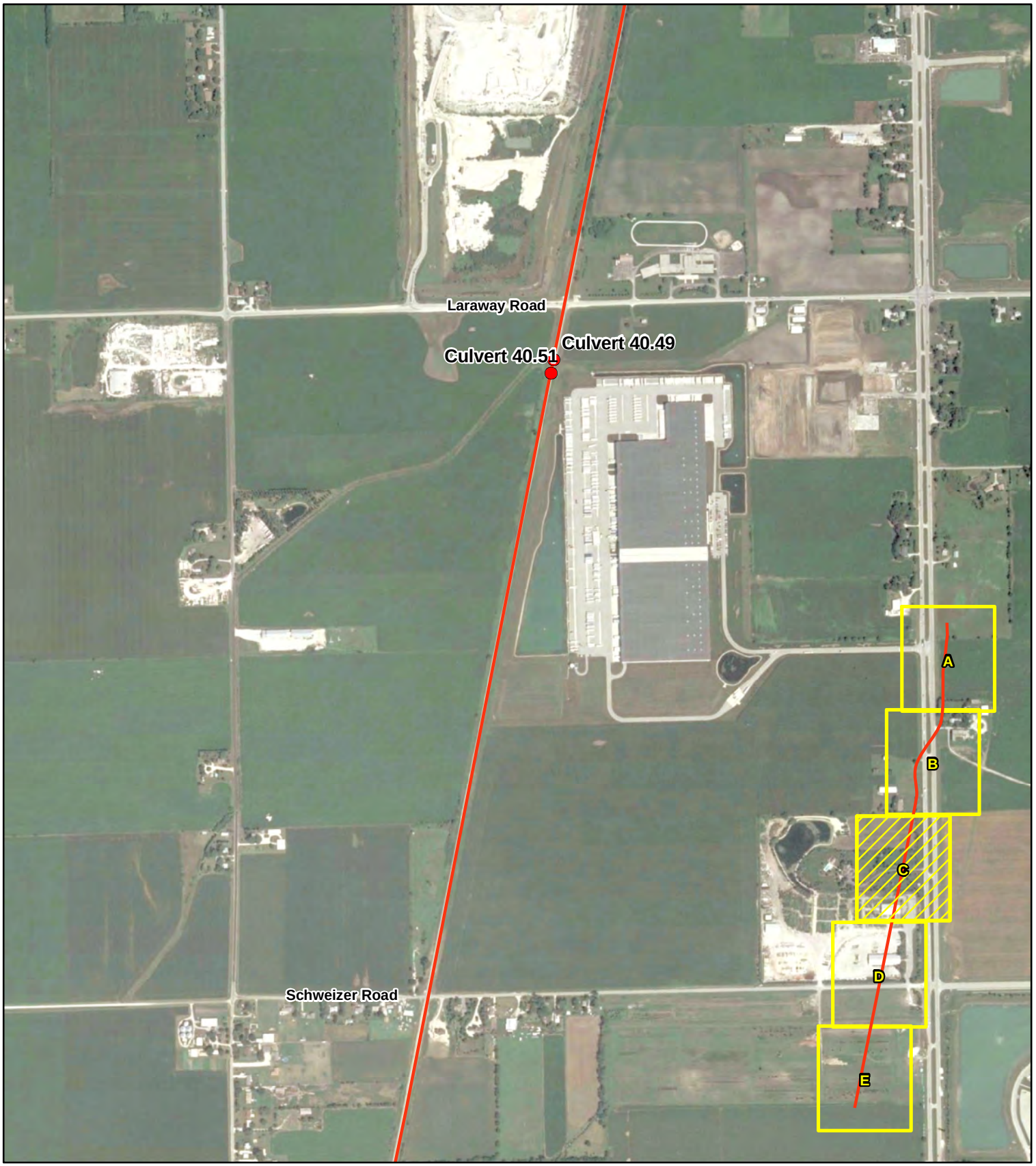
OLSSON ASSOCIATES

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois

Site Map
Figure 2B



F:/Projects/0091759/ENVA/gis/Joliet Maps.mxd

Data Source: 2006 NAIP Aerial Photograph, Will County, Illinois

OLSSON ASSOCIATES

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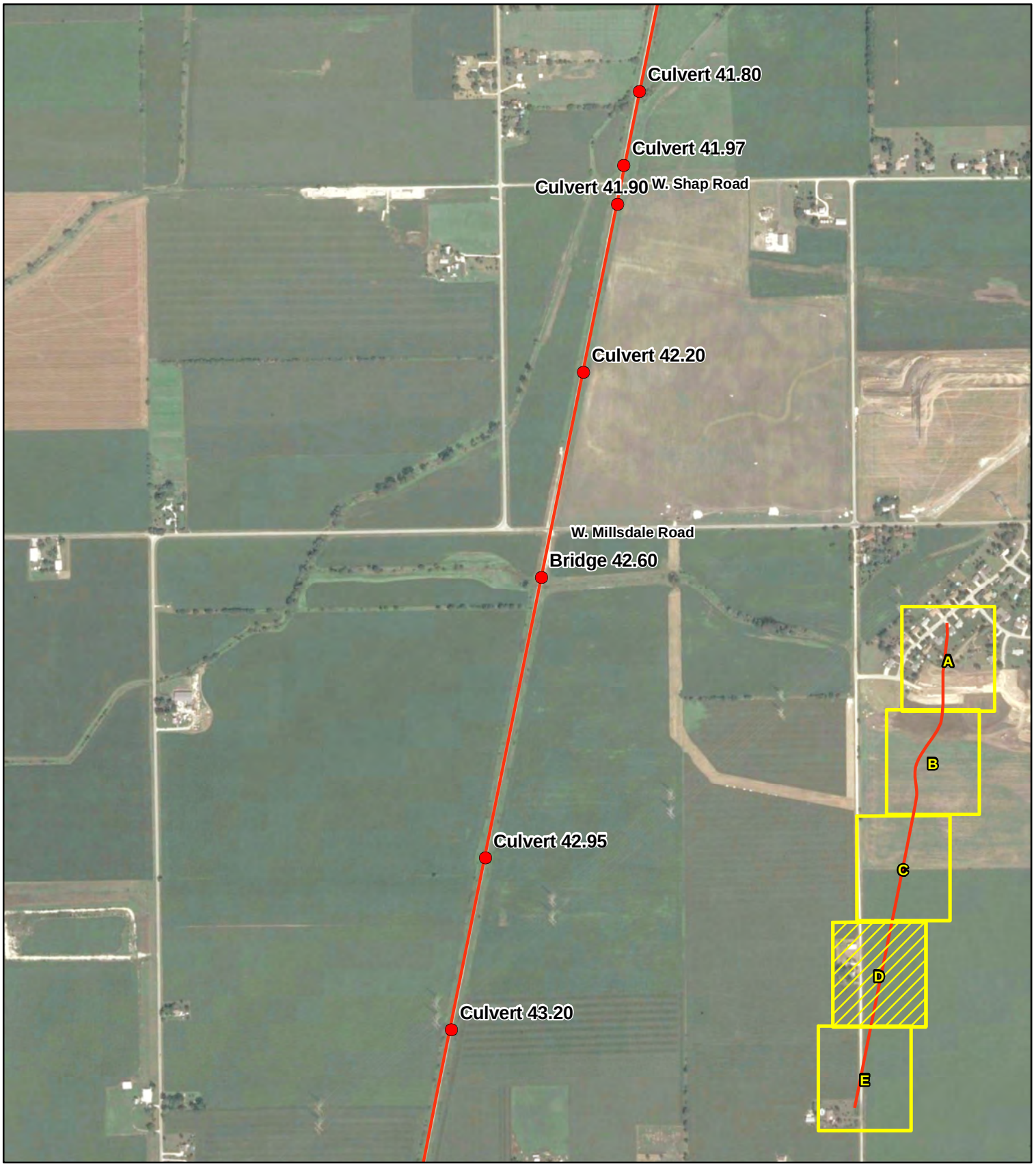
1:12,000

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois

Site Map
Figure 2C



F:/Projects/0091759/ENVA/gis/Joliet Maps.mxd

Data Source: 2006 NAIP Aerial Photograph, Will County, Illinois

OLSSON ASSOCIATES

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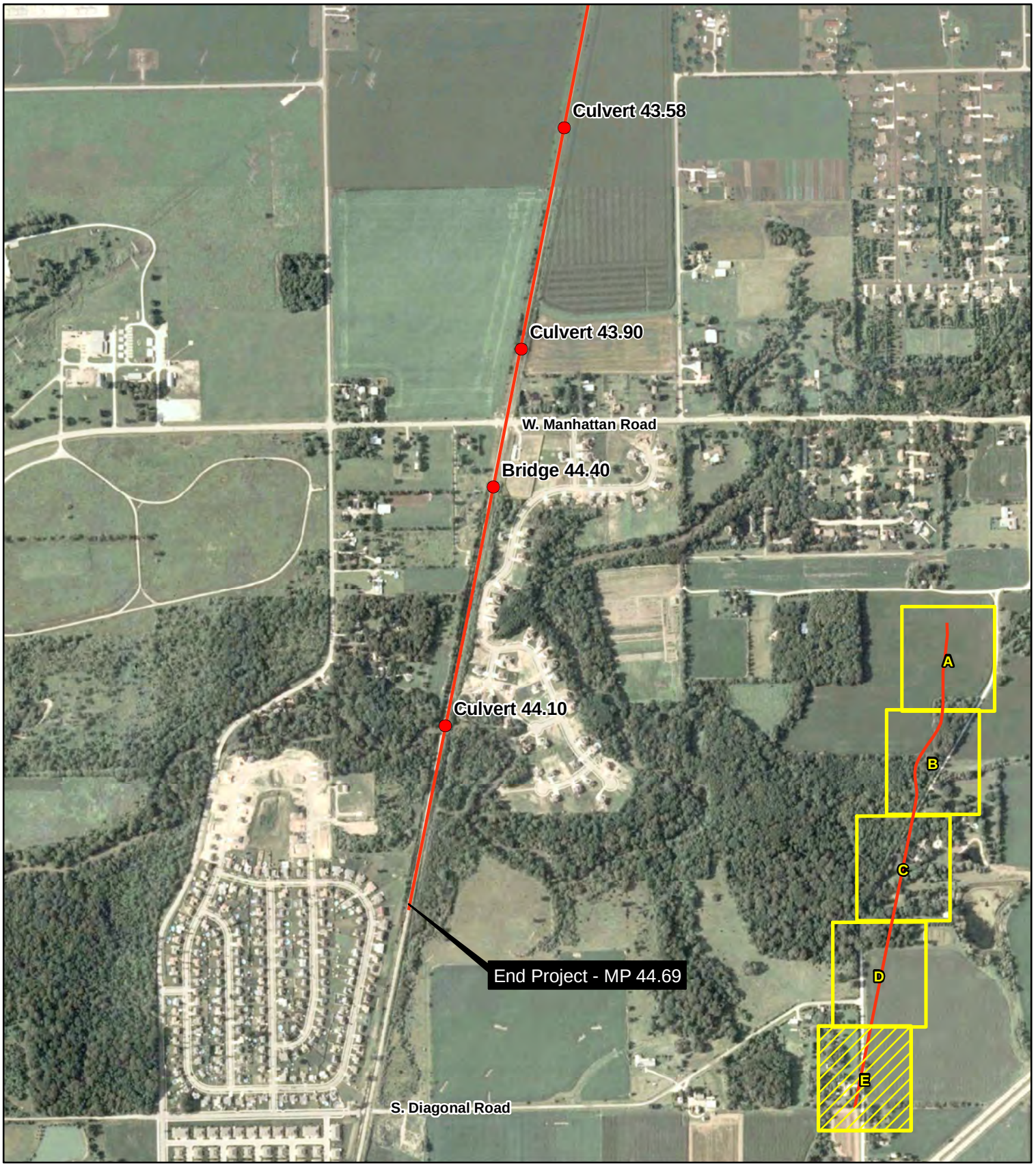
1:12,000

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois

Site Map
Figure 2D



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Data Source: 2006 NAIP Aerial Photograph, Will County, Illinois

OLSSON ASSOCIATES

N

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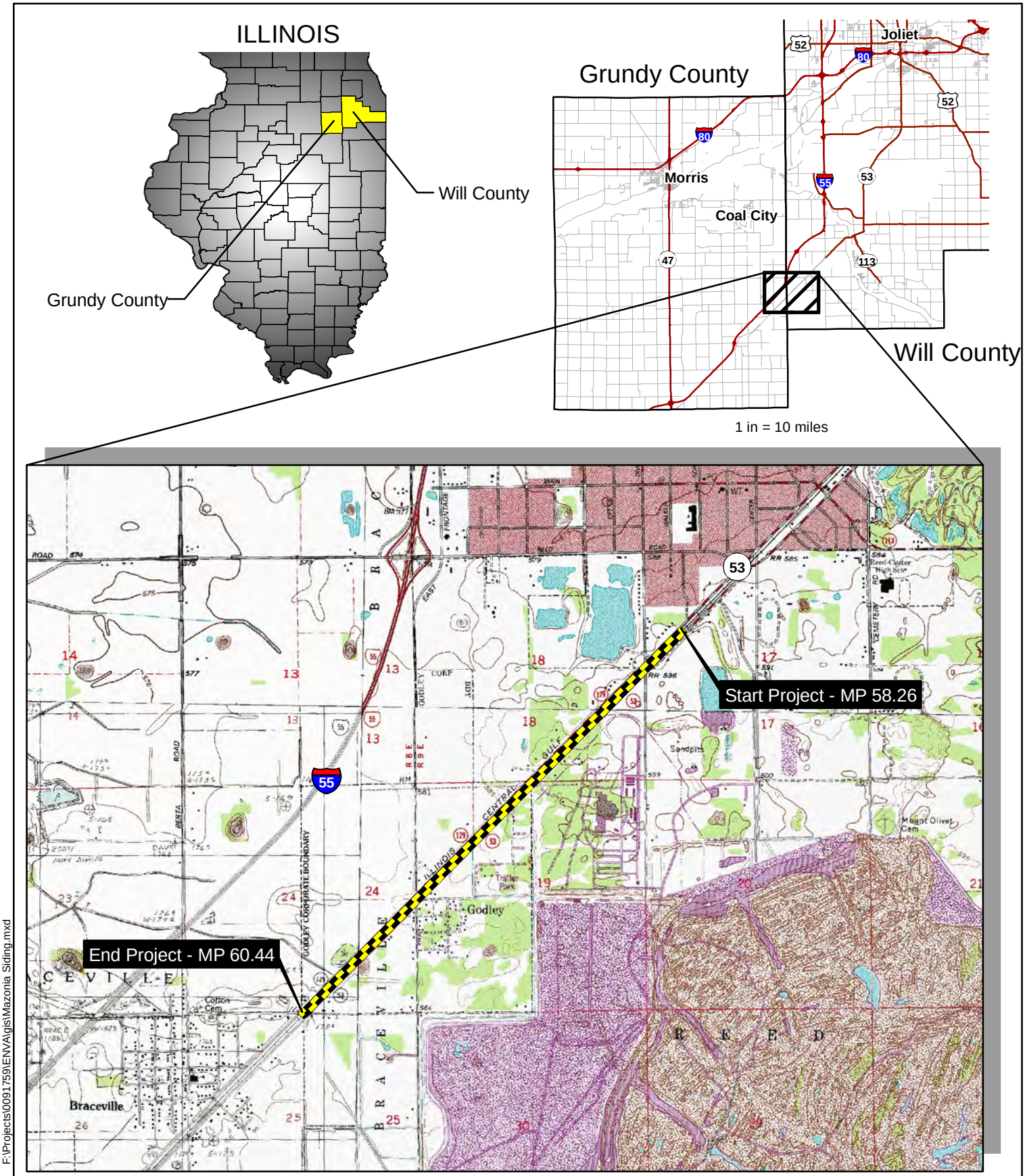
1:12,000

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois

Site Map
Figure 2E

ATTACHMENT 2

FIGURES for MAZONIA SIDING



Data Source: USGS 7.5 Minute Topographic Map, Grundy County Mosaic

F:\Projects\0091759\ENV\gis\Mazonia Siding.mxd

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Feet

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OLSSON ASSOCIATES

Mazonia Siding
Project No. 009-1759
Grundy & Will Counties

Location Map
Figure 1

Data Source: 2006 NAIP Aerial Photograph, Grundy County, Illinois

F:/Projects/0091759/ENVA/GIS/Mazonia Siding.mxd

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Feet

1:9,600

OLSSON ASSOCIATES

Mazonia Siding
Project No. 009-1759
Grundy & Will Counties

Site Map
Figure 2A

F:/Projects/0091759/ENVA/GIS/Mazonia Siding.mxd

Data Source: 2006 NAIP Aerial Photograph, Grundy County, Illinois

N

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Feet

1:9,600

OLSSON ASSOCIATES

Mazonia Siding
Project No. 009-1759
Grundy & Will Counties

Site Map
Figure 2B

ATTACHMENT 3

WETLAND SUMMARY REPORT for SPCSL 2ND MAINLINE TRACK

SPCSL 2nd Mainline Track, Joliet Subdivision
Union Pacific Railroad Company (UPRR)

Categorical Exclusion
Wetland Summary Report

INTRODUCTION

The following overview provides a preliminary summary of the jurisdictional wetlands and streams that potentially will be impacted by the construction of the SPCSL 2nd Mainline Track, Joliet Subdivision project. The project is located between UPRR Milepost (MP) 36.80 in the City of Joliet, Illinois, and MP 44.60, north of Elwood, Illinois, and consists of track improvements to the existing double tracks between MP 36.80 and MP 38.50, and adding a second mainline track to the single track located between MP 38.50 and MP 44.60.

Environmental features within the project area were reviewed at a screening level using readily available resources. The list of resources reviewed include U.S. Fish and Wildlife Service's National Wetland Inventory (NWI) maps, United States Geologic Survey (USGS) 7.5 minute topographic maps, the Will County Soil Survey and 2006 aerial photographs. In addition, a site visit was conducted at several locations along the project corridor to identify land uses and screen for potential wetlands.

A. Existing Data

USGS Topographic Maps. The USGS map shows Hickory Creek as a double blue line and Sugar Run as a single solid blue line in the City of Joliet, flowing from east to west under the railroad tracks. The track crosses four tributaries to Cedar Creek; all are depicted as dashed blue lines, south of Laraway Road, one south of Schweitzer Road, and two south of Millsdale Road.

Approximately a mile north of Elwood, the track crosses Jackson Creek which is shown as a solid blue line. In addition, a tributary to Jackson Creek, shown as a dashed blue line, flows parallel to the east side of the track. In addition, a pond is shown just to the west of the railroad tracks and just north of Elwood.

All of the streams are tributaries of the Des Plaines River.

National Wetland Inventory Maps. According to the NWI maps, Hickory Creek is shown as a Riverine Lower Perennial Unconsolidated Bottom Permanently Flooded excavated stream (R2UBHx), and Sugar Run is shown as a Riverine Lower Perennial Unconsolidated Bottom Permanently Flooded stream (R2UBH).

Several Palustrine Unconsolidated Bottom Intermittently Exposed and Semipermanently Flooded excavated (PUBGx and PUBFx) ponds are shown in the vicinity of the quarry on the south side of Joliet, north of Zurich Road, but only one is near the track.

Two tributaries of Cedar Creek are shown as Riverine Intermittent Streambed Semipermanently Flooded excavated streams (R4SBFx).

Jackson Creek is shown as a stream and forested wetland complex, the creek as R2UBH, and adjacent wetlands as Palustrine Forested Broad-Leaved Deciduous Temporarily Flooded and Seasonally Flooded (PFO1A and PFO1C). No other wetlands or waters are shown on the project site.

Thus, the only wetlands indicated by the NWI as occurring on or near the project site are the forested wetlands associated with Jackson Creek.

Soil Survey for Will County. The NRCS Soil Survey maps 26 different soil types within the Project Location (23B, 134A, 146B, 228B, 228C2, 232A, 298B, 315C2, 316A, 318A, 318C2, 330A, 356A, 530C2, 530D2, 530F, 531C2, 541A, 541B, 541C2, 560D2, 614A, 614B, 802B, 864, 8451A). Of the 27 soil types, 24 of them are hydric soils or have hydric inclusions.

Blount silt loam (23B), 2-4% slopes, is found on ground moraines, a seasonal zone of water saturation at 13 inches during January, February, March, April, and May, the hydric component is Ashkum. This soil type is prime farmland.

Camden silt loam (134A), 0-2% slopes, if found on outwash plains, there is no zone of water saturation within a depth of 72 inches. The hydric component is Drummer. This soil type is prime farmland.

Elliott silt loam (146B), 2-4% slopes, is found on ground moraines, seasonal zone of water saturation at 16 inches during January, February, March, April, and May, and the hydric component is Ashkum. This soil type is prime farmland.

Nappanee silt loam (228B), 2-4% slopes, is found on ground moraines, seasonal zone of water saturation at 15 inches during January, February, March, April, and May, the hydric components are Bryce (found on ground moraines) and Montgomery (found on lake plains). This soil type is prime farmland.

Nappanee silty clay loam, (228C2), 4-6% slopes, eroded, is found on ground moraines, seasonal zone of water saturation at 15 inches during January, February, March, April, and May, and the hydric components are Bryce (found on ground moraines) and Montgomery (found on lake plains). This soil type is farmland of statewide importance.

Ashkum silty clay loam (232A), 0-2% slopes, if found on ground moraines, seasonal zone of water saturation at 6 inches during January, February, March, April, and May, and the hydric components are Ashkum (found on ground moraines) and Houghton (found on outwash plains). This soil type is prime farmland if drained.

Beecher silt loam (298B), 2-4% slopes, if found on ground moraines, seasonal zone of water saturation at 8 inches during January, February, March, April, and May, and the hydric component is Ashkum. This soil type is prime farmland.

Channahom silt loam (315C2), eroded, is found on stream terraces, there is no one of water saturation within a depth of 72 inches, and the hydric component is Faxon. This soil type is farmland of state importance.

Romeo silt loam (316A), 0-2% slopes, is found on stream terraces, seasonal zone of water

saturation at 2 inches, and the hydric components are Romeo and Millsdale. This soil type is not prime farmland.

Lorenzo loam (318A), 0-2% slopes, is found on stream terraces, there is no zone of water saturation within a depth of 72 inches, and the hydric component is Will. This soil type is farmland of state importance.

Lorenzo loam (318C2), eroded, 4-6% slopes, is found on stream terraces, there is no zone of water saturation within a depth of 72 inches, and the hydric component is Will. This soil type is farmland of state importance.

Peotone silty clay loam (330A), 0-2% slopes, is found on ground moraines, seasonal zone of water saturation at 6 inches during January, February March, April, and May, and the hydric components are Peotone (is found on ground moraines) and Houghton (is found on end moraines, ground moraines, outwash plains). This soil type is prime farmland if drained.

Elpaso silty clay loam (356A), 0-2% slopes, is found on ground moraines, and end moraines, seasonal zone of water saturation at 6 inches during January, February, March, April, and May, and the hydric components are Elpaso (found on end moraines and ground moraines) and Harpster (found on depressions, ground moraines, lake plains, outwash plains and stream terraces). This soil type is prime farmland if drained.

Ozaukee silt loam (530C2) 4-6% slopes, eroded, is found on ground moraines, seasonal zone of water saturation at 26 inches during February, March, and April, and the hydric component is Ashkum. This soil type is prime farmland.

Ozaukee silt loam (530D2), 6-12% slopes, is found on ground moraines, seasonal zone of water saturation at 26 inches during February, March, and April, and the hydric component is Ashkum. This soil type is farmland of state importance.

Markham silt loam (531C2), 4-6% slopes, eroded, is found on ground moraines, seasonal water saturation at 27 inches during February, March, and April, and hydric component is Ashkum. This soil type is prime farmland.

Graymont silt loam (541A), 0-2 slopes, is found on ground moraines, seasonal zone of water saturation is at 31 inches during February, March, and April, and the hydric component is Elpaso. This soil type is prime farmland.

Graymont silt loam (541B), 2-5% slopes, if found on ground moraines, seasonal zone of water saturation at 33 inches during February, March, and April, and the hydric component is Elpaso. This soil type is prime farmland.

Graymont silt loam (541C2), 5-10% slopes, eroded, if found on ground moraines, seasonal zone of water saturation at 30 inches February, March, and April, and hydric component is Elpaso. This soil type is farmland of statewide importance.

Chenoa silty clay loam (614A), 0-2% slopes, is found on ground moraines, seasonal zone of water saturation at 18 inches during January, February, March, April, and May, and hydric component is Elpaso. This soil type is prime farmland.

Chenoa silty clay loam (614B), 2-5% slopes, is found on ground moraines, seasonal zone of water saturation at 18 inches during January, February, March, April, and May, and hydric component is Elpaso. This soil type is prime farmland.

Orthents, loamy (802B), undulating, is found on ground moraines, seasonal zone of water saturation at 51 inches during February, March, and April, and hydric components are Drummer (found on outwash plains), Elpaso (found on ground moraines), and Pella (found on outwash plains). This soil type is not prime farmland.

Pits and Quarry (864). This is not prime farmland.

Lawson silt loam (8451A), 0-2% slopes, occasionally flooded, is found on flood plains, seasonal zone of water saturation at 18 inches during January, February, March, April, and May, and hydric component is Sawmill. This soil type is prime farmland.

Although some of the identified soils have hydric ratings and farmland of statewide importance classifications none of these will be affected by the project since the project will occur in existing railroad ROW and the soils in these areas are already disturbed.

B. Site Visit

Accessible locations within the project area were visited on 15 August 2009. The attached photolog shows areas that were accessible at that time. No wetlands were observed during the visit, and the disturbed nature of the existing railroad ROW limits the potential for wetlands.

Although none were identified during the site visit, wetlands could occur within trackside drainage ditches, within small depressions in the relatively flat landscape, or at the fringes of nearby ponds. In addition, it is likely that wetlands could be associated with one or more of the streams that flow through the project site, in particular Jackson Creek which has a forested riparian corridor along its length.

C. Conclusion

The UPRR SPCSL 2nd Mainline Track, Joliet Subdivision project will require a Section 404 permit from the Corps of Engineers – Chicago District, as waters of the U.S. will be impacted at the stream crossings. Based on existing data, it appears that the project might qualify for a Regional General Permit 3 – Transportation Projects, as less than 0.25 acres of waters of the U.S. are likely to be permanently impacted at each single crossing. Also, the cumulative impacts to waters of the U.S. will likely be below 1.0-acre. Once the project is further along in design, a complete wetland delineation utilizing the methodology of the 1987 Wetland Delineation Manual and Midwest Regional Supplement will be conducted and impacts to wetlands and other waters of the U.S. will be more precisely identified.

Photolog
Photos taken 15 August 2009

Photo 1: North end of project just south of E. Jackson Street in Joliet, facing west.

Photo 2: UP Bridge 37.20 over E. Clinton St. in Joliet facing east. Post Office (foreground) and Fire Station (behind bridge) are visible.

Photo 3: Amtrak commuter parking lot along S. York St., facing southwest.

Photo 4: Small neighborhood park at corner of East Osgood Street and S. Eastern Avenue, facing Southwest. The park will not be impacted by the project.

Photo 5: Edge of East Side Historic District (NRHP listed) east of S. Eastern Avenue, facing West. The historic district does not abut the train tracks.

Photo 6: View of Hickory Creek, facing West. Note that the channel of the creek is concrete lined at location of the railroad bridge.

Photo 7: View of single mainline track at Zurich Road, facing North. A gas pipeline and a large electrical transmission line cross the tracks near this location.

Photo 8: View of single mainline track at Zurich Road, facing South.

Photo 9: View of single mainline track at Laraway Road, facing South.

Photo 10: View of single mainline track at Laraway Road, facing North. The grounds of Laraway School are located off the picture to the right.

Photo 11: View of single mainline track at Schweitzer Road, facing North.

Photo 12: View of single mainline track at Schweitzer Road, facing South.

Photo 13: View of single mainline track at Millsdale Road, facing North.

Photo 14: View of single mainline track at Millsdale Road, facing South.

Photo 15: View of single mainline track at Manhattan Road, facing North.

Photo 16: View of single mainline track at Manhattan Road, facing South.

ATTACHMENT 4

WETLAND SUMMARY REPORT for MAZONIA SIDING

Mazonia Siding, Joliet Subdivision
Union Pacific Railroad Company (UPRR)

Categorical Exclusion
Wetland Summary Report

INTRODUCTION

The following overview provides an environmental summary of the jurisdictional wetlands and streams that potentially will be impacted by the construction of the Mazonia Siding, Joliet Subdivision project. The project is located between UPRR Milepost (MP) 58.26, located south of Braidwood, Will County, IL, and MP 60.44 located north of Braceville, Grundy County, IL, and consists of adding a siding track adjacent to the single mainline track.

Environmental features within the project area were reviewed at a screening level using readily available resources. The list of resources reviewed include U.S. Fish and Wildlife Service's National Wetland Inventory (NWI) maps, United States Geologic Survey (USGS) 7.5 minute topographic maps, the Will County and Grundy County Soil Surveys and 2006 aerial photographs.

A. Wetlands

According to the NWI maps and Will/Grundy County Soil Survey, no wetlands are identified between State Highway 129 and State Highway 53, which is the proposed location for the siding. The soil survey indicates that there are several soils within the proposed project boundary that are hydric, or may have hydric inclusions.

The NRCS Soil Survey maps for Grundy and Will Counties depict eight different soil types within the Project Location (49A, 88B, 98B, 513A, 536, 688B, 741B, 4904A). Of the eight soil types, six of them are considered hydric soils or have hydric inclusions.

Soil Types in Grundy County
Sparta loamy fine sand (88B), 1-6% slopes, is found on outwash plains, there is no zone of water saturation within a depth of 72 inches, and this soil contains Gilford and Granby hydric component. This soil type is a farmland soil of statewide importance.

Muskego and Peotone soils (2904A), frequently ponded, 0-2% slopes, found on depressions, seasonal zone of water saturation is at 3 inches during January, February, March, April, May, June, July, August, September, October, November, and December, and this soil contains Muskego and Peotone hydric components. Not prime farmland

Soil Types in Will County
Watseka loamy find sand (49A), 0-2% slopes, is found on outwash plains with seasonal zone of water saturation at 18 inches during January, February, March, April, and May, and this soil may contain Granby as a hydric component. This soil type is a farmland soil of statewide importance.

Ade loamy fine sand (98B), 1-6% slopes, is found on outwash plains, there is no zone of water

saturation within a depth of 72 inches, and this soil contains Gilford hydric component. This soil type is a farmland soil of statewide importance.

Granby fine sandy loam (513A), 0-2% slopes, is found on outwash plains, a seasonal zone of water saturation is at 6 inches during January, February, March, April, and May, and this soil contains Granby, Adrian, and Fieldon hydric components. This soil type is a farmland soil of statewide importance.

Oakville fine sand (741B), 1-6% slopes, is found on outwash plains, there is no zone of saturation within a depth of 72 inches, and this soil contains Granby hydric component. This soil type is a farmland soil of statewide importance.

Although some of the identified soils have hydric ratings and farmland of state importance classifications none of these will be affected by the projects as this project is within the right-of-way and the soils in these areas are already disturbed.

B. Ponds

According to the NWI and recent aerial photographs, no ponds or lakes are located within the project corridor.

C. Stream/River Crossings

There were no streams or river crossings identified on the 7.5-minute USGS topographic map for either county. The aerial imagery indicates a culvert with some inundation located at 41°14'26.66"N, 88°14'29.35"W and is identified as UPRR Culvert 59.50. Culvert 59.50 conveys surface water for the Claypool Drainage. Two additional culverts, identified as UPRR Culverts 58.70 and 58.60, are located within the project site. There do not appear to be drainages associated with these culverts, based on review of the aerial imagery.

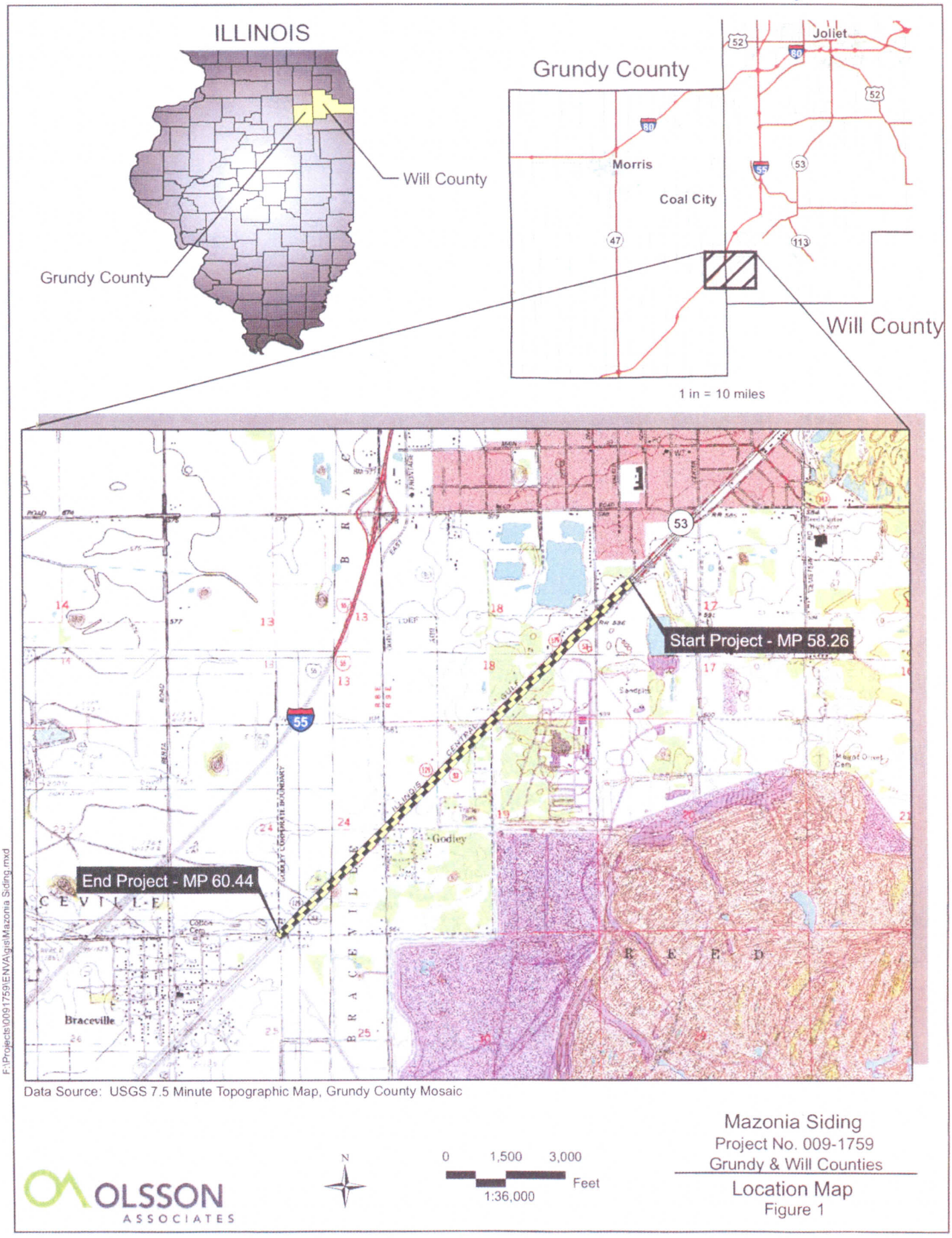
D. Conclusion

The UPRR Mazonia Siding, Joliet Subdivision project may require a Section 404 permit from the Corps of Engineers – Chicago District, as waters of the U.S. may be impacted in the vicinity of the culverts. Based on existing data, it appears that the project would likely qualify for a Regional General Permit 3 – Transportation Projects, as less than 0.25 acres of waters of the U.S. are likely to be permanently impacted at each single crossing. Also, the cumulative impacts to waters of the U.S. will likely be below 1.0-acre. Once the project is further along in design, a complete wetland delineation utilizing the methodology of the 1987 Wetland Delineation Manual and Midwest Regional Supplement will be conducted and impacts to wetlands and other waters of the U.S. will be more precisely identified.

Upload #10

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Stakeholders Agreement Amtrak 1

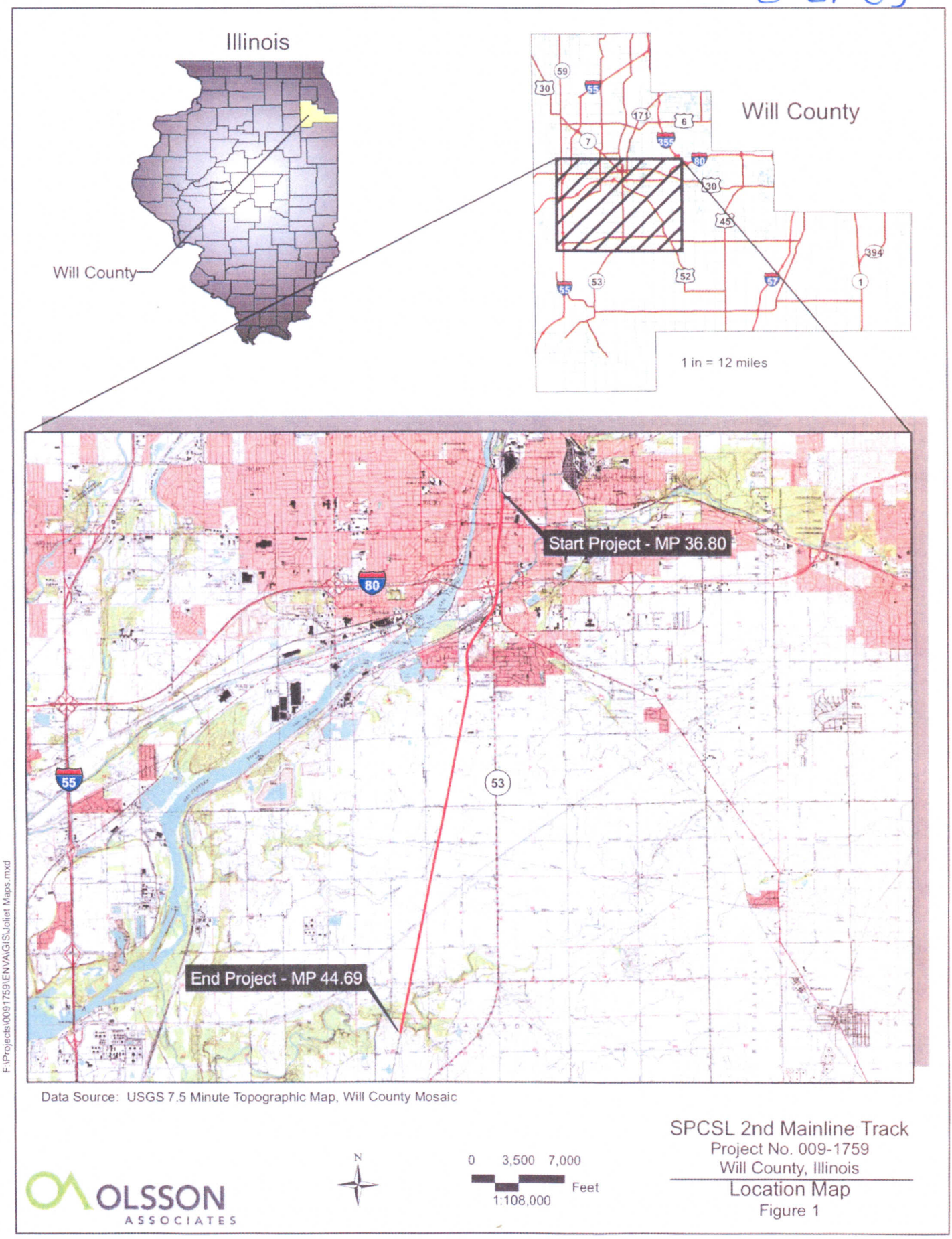
Approved: Michael W. Franke AMTRAK 8-21-09



Upload #11

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Amtrak Stakeholders Agreement 2

Approved: Michael W. Franke AMTRAK 8-21-09



Data Source: USGS 7.5 Minute Topographic Map, Will County Mosaic

OLSSON ASSOCIATES

N

0 3,500 7,000
Feet
1:108,000

SPCSL 2nd Mainline Track
Project No. 009-1759
Will County, Illinois
Location Map
Figure 1

Upload #12

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Stakeholders - IL/MO

MISSOURI/ILLINOIS
MEMORANDUM OF COOPERATION ON HIGH-SPEED RAIL DEVELOPMENT

WHEREAS, the State of Missouri and the State of Illinois are vital centers of business and commerce in the American Midwest which share a border and a major metropolitan area; and

Whereas, expeditious travel between major metropolitan hubs, such as Chicago, Illinois and St. Louis, Missouri, is increasingly critical to the development of new business and the growth of existing commerce in the Midwest; and

Whereas, a high-speed rail line connecting downtown Chicago with downtown St. Louis would provide travelers with a fast, cost-effective means of transit between two major national commercial centers; and

Whereas, the operation of a high-speed rail line between Chicago and St. Louis would provide enhanced economic development opportunities over the long-term by upgrading infrastructure; and

Whereas, the design, development and construction of a high-speed rail line between Chicago and St. Louis would yield positive economic impacts for both states in the near-term by creating new jobs and spurring activity among suppliers; and

Whereas, a high-speed rail project linking Chicago and St. Louis would speed economic recovery, transformation and growth in the region while adopting more forward-looking transportation infrastructure; and

Whereas, the United States Department of Transportation will make available $8 billion in funds for purposes of developing and building high-speed rail systems across states or multi-state regions; and

Whereas, the federal government recently issued guidance on the application process for high-speed rail funding and the Chicago to St. Louis line is well-positioned to compete; and

Whereas, Missouri and Illinois have a history of cooperation across state borders, including on transportation matters of great regional importance, such as region-wide public transit and infrastructure for Mississippi River crossings; and

Whereas, Missouri and Illinois are members of the Midwest Interstate Passenger Rail Commission (hereinafter ‘the Commission’) and the Midwest Regional Rail Initiative (hereinafter ‘the MWRRI’), which have been studying regional rail expansion since the mid-1990s; and

Whereas, the planning, foresight and preparation embarked upon by Missouri and Illinois in their work through the Commission and MWRRI provide an existing wealth of data on the economic and environmental effects of a Chicago to St. Louis high-speed rail line; and

Whereas, the history of bi-state cooperation between Missouri and Illinois combined with the shared determination of both states to make transformative changes to the regional economy provides a strong foundation for working in concert on submitting the strongest possible application for federal high-speed rail funds; and

Whereas, it is critical that Missouri and Illinois act quickly to build upon the work that each state has already accomplished and the work that they have done as members of the Commission and MWRRI to build a high-speed rail line from St. Louis to Chicago:

Now, therefore, we, Jeremiah W. (Jay) Nixon, GOVERNOR OF THE STATE OF MISSOURI, and Pat Quinn, GOVERNOR OF THE STATE OF ILLINOIS do hereby execute this

MEMORANDUM OF COOPERATION ON HIGH-SPEED RAIL DEVELOPMENT

through which both states will work cooperatively, bringing to bear all the appropriate resources, expertise, and information of each state for purposes of transforming state economies and enhancing regional transportation infrastructure by competing together for federal high-speed rail funding for a high-speed rail line connecting downtown St. Louis, Missouri with downtown Chicago, Illinois.

IN WITNESS WHEREOF, we have hereunto set our hands, in the City of St. Louis, Missouri, on this 22nd day of June, 2009.

_____

Jeremiah W. (Jay) Nixon
Governor of Missouri

_____

Patrick J. Quinn
Governor of Illinois

Upload #13

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - Multi-State MOU

Midwest HSR Corridor

MEMORANDUM OF UNDERSTANDING

Involving

State of Illinois, State of Indiana, State of Iowa, State of Michigan, State of Minnesota, State of Missouri, State of Ohio, State of Wisconsin, and City of Chicago

For

The Implementation of High-Speed Rail Passenger Service and Connections

Involving Corridors Linking Cities in their Respective States

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by the Governors in eight Midwestern states, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the Mayor of the City of Chicago (MOU Participants) for the purpose of coordinating and documenting individual applications to the Federal Railroad Administration (FRA) for funding from the American Recovery and Reinvestment Act of 2009 (ARRA) to develop the Chicago Hub High-Speed Rail Corridor (Midwest corridor). The Midwest corridor will connect cities throughout the Midwest with frequent and reliable high-speed and conventional intercity rail service, and will provide service connections to adjoining regional corridors.

This MOU establishes MOU Participants" respective roles and responsibilities in implementing actions relating to the establishment of high-speed and conventional intercity rail passenger service. This rail service is to be operated along corridors established as part of the Midwest Regional Rail Initiative (MWRRI), a collaborative effort by managers and directors of Midwestern State transportation agencies, established in 1996, to plan the rail priorities of the region. This MOU also recognizes Chicago as the hub of Midwestern rail operations, which is consistent with plans outlined in the FRA"s "Vision for High-Speed Rail in America" and the regional vision for a Midwest corridor. This MOU further recognizes the importance of adjoining and complementary corridors not specifically recognized in the MWRRI plan, for purposes of connecting and providing service to all parts of the nation.

WHEREAS, the Chicago Hub is the center of our country’s rail transportation network and includes regional intercity/interstate passenger rail corridors serving the multistate Midwestern region with corridor connections to the East Coast, to the West Coast, to the Gulf Coast and to Canada.

WHEREAS, the Midwest Regional Rail Initiative (MWRRI) and the Ohio and Lake Erie Regional Rail (Ohio Corridor), are collaborative efforts established to plan the rail priorities of the multistate Midwest region.

WHEREAS, all MOU Participants agree upon, support and understand the national and Midwest regional priority and importance of a nationwide network including a Chicago Hub that could host trains traveling up to 110 miles per hour serving major cities and mid-sized cities across the region, along with connections to adjoining regional corridors, as envisioned and outlined by President Obama and U.S. Transportation Secretary LaHood.

WHEREAS, the Congress of the United States has made available to the various states a total of $8 billion in funds through ARRA for the purpose of funding the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to establish and improve high-speed passenger rail service throughout the nation.

WHEREAS, all participating states, in partnership with the FRA, agree to advocate for additional appropriations through Congress, in support of these collaborative efforts.

WHEREAS, all MOU Participants agree upon and support a regional and national vision for developing a high-speed and conventional rail network across the Midwest that will provide expanded and ongoing service opportunities throughout the region, with connections to corridors across the nation.

WHEREAS, all MOU Participants recognize a priority to establish high-speed rail service from the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger train service connections radiating to seven other Midwestern states and beyond:

• Connecting to the East by way of Indiana with the Ohio network and service to Toledo and the 3C Corridor: Cleveland-Columbus-Dayton-Cincinnati;

• Connecting to the Southeast to Indianapolis, Indiana and Cincinnati, Ohio;

• Connecting to the Northeast to Grand Rapids/Holland and Port Huron, Michigan;

• Connecting to the North to Green Bay, Wisconsin;

• Connecting to the Northwest to the Twin Cities of Minnesota;
• Connecting to the Southwest and West through St. Louis to Kansas City, Missouri;

• Connecting to the South to Carbondale, Illinois;

• Connecting to the West to Quad Cities, Ill.-Iowa City, Iowa-Des Moines, Iowa-Omaha, Neb.; and to Quincy, Illinois.

NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

• Establish a high-level, multi-state steering group with a representative from each signatory to this MOU. The purpose of the Midwest Rail Steering Group will be to coordinate the region's applications and work associated with all ARRA application to provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities. The Steering Group shall identify a point of contact between MOU Participants and the U.S. Department of Transportation.

• Coordinate and cooperate fully in support of each MOU Participant's individual state applications for high-speed and intercity rail funding.

• Coordinate and negotiate with the major railroads to sign agreements for the development of high-speed rail corridors, and the identified individual projects by stated priority .

• Be free to pursue individual memoranda of agreement or understanding among MOU Participants, related to specific projects involved in support of the overall application and vision for the Midwest corridor.

• Be separately responsible for any and all work taking place within their respective state boundaries.

• Allow other Midwestern or contiguous states the opportunity to join in this MOU at any time if they are willing to support all aspects of the agreement in place.

BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of high-speed and conventional intercity passenger rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent possible to ensure that the project is developed in full compliance with Federal and State requirements

and to ensure that there is maximum communication and minimum duplication of effort.

State of Illinois State of Indiana

_____ _____

Pat Quinn, Governor Mitch Daniels, Governor

Date_____ Date_____

State of Iowa State of Michigan

_____ _____

Chet Culver, Governor Jennifer Granholm, Governor

Date_____ Date_____

State of Missouri State of Minnesota

_____ _____

Jay Nixon, Governor Tim Pawlenty, Governor

Date_____ Date_____

State of Ohio State of Wisconsin

_____ _____

Ted Strickland, Governor Jim Doyle, Governor

Date_____ Date_____

City of Chicago

_____

Richard M. Daley, Mayor

Date_____

Upload #14

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Stakeholders - IDOT/UP MOU

MEMORANDUM OF UNDERSTANDING

BETWEEN

UNION PACIFIC RAILROAD

AND

ILLINOIS DEPARTMENT OF TRANSPORTATION

FOR

A PROCESS RELATED TO FURTHER STUDY OF A HIGH SPEED PASSENGER RAIL (110MPH) PROPOSAL AS IDENTIFIED IN THE MIDWEST HIGH SPEED RAIL INITIATIVE BETWEEN CHICAGO, ILLINOIS AND ST.LOUIS, MISSOURI USING PORTIONS OF UNION PACIFIC PROPERTIES AND RIGHTS OF WAY

WHEREAS, the Illinois Department of Transportation ("IDOT") is authorized to participate in the planning and development of a High Speed Rail (HSR) project in the State of Illinois; and

WHEREAS, IDOT intends to apply for funding from the American Recovery and Reinvestment Act's (ARRA) $8 billion HSR appropriation and operate a total of 8 trains per day each way between Chicago and St.Louis on one-way schedules of approximately 4 hours (110 mph maximum speed); and

WHEREAS, ARRA funding must be obligated by 2012; and

WHEREAS, Amtrak currently operates a service supported by the State of Illinois between Chicago and St.Louis and may operate the proposed service in the future; and

WHEREAS, Union Pacific Railroad (UP) owns critical rights of way and operates freight rail transportation services within the state of Illinois and is responsible for protecting the interests of its customers, shareholders, and employees; and

WHEREAS, a key component of the route where IDOT intends to operate the proposed HSR Chicago-St.Louis passenger service is comprised of UP's owned and operated routes between Joliet, Illinois and Q Tower in East St. Louis, IL ("Q"), also collectively known as the "Southern Pacific Chicago St.Louis" route (SPCSL); and

WHEREAS, UP is currently constructing an Intermodal (Rail/Truck transfer) facility, four miles south of Joliet on the SPCSL , and intends to increase intermodal and other train volume on the SPCSL ; and

WHEREAS, UP must protect performance of its current and future freight train operations on the SPCSL, and IDOT and Amtrak desire to operate a reliable, on schedule, passenger operation on the same route; and

WHEREAS, IDOT has previously invested State Funds for High Speed Rail on the Mazonia to Springfield segment of the SPCSL .

NOW THEREFORE, the undersigned parties of this Memorandum agree to;

1) Develop an infrastructure investment plan ("the Plan") to safely and efficiently operate 110mph passenger trains on the SPCSL while providing the capacity necessary to protect both passenger and UP freight train performance. The Plan must allow operation of both passenger and freight trains on demand. Plan elements will be developed by UP and IDOT, with UP in the leadership role, including input from Amtrak.

   a. IDOT will fund the expenses required for UP to develop the plan. UP's Network Planning & Operations Department will provide a preliminary estimate of these expenses and draft an agreement to cover the process.

   b. UP will validate the plan and the necessary project sequencing with an RTC train simulation model.

   c. A more detailed cost estimate will be required, and provided by UP, in subsequent phases outside the scope of this agreement.

   d. IDOT will provide a Phase I environmental analysis to accommodate the plan.

   e. UP and IDOT will take all reasonable actions to ensure that the plan can be implemented.

2) Address the following safety elements in the plan:

   a. Positive Train Control systems.

   b. Required track and structure components (i.e. Premium Rail and Concrete Ties).

   c. Super-elevation of curves.

   d. Appropriate grade separation and crossing warning devices.

   e. Station designs that protect passengers from train flows.

   f. Other safety elements as required (i.e. fencing).

3) Invest in the additional capital improvements required to allow all parties to operate efficiently and safely.

   a. Operate 16 High Speed passenger trains (8 each way) plus a pair of Texas Eagle trains.

   b. Accommodate UP's existing and planned freight trains, including those to/from the Joliet facility, protecting projected freight growth.

4) Protect the following performance and service objectives:

a. Meeting of passenger schedule requirements including during the construction period.

b. Capability for passenger trains to recover to schedule from unplanned events and delay.

c. Operation of Freight Trains on demand without curfew periods.

d. Preservation of service to current and future local freight customers at levels required by the marketplace.

e. Provision for efficient track maintenance and construction procedures by maintaining 20 foot track centers where possible.

5) Base the plan on common dispatching control of the entire route.

a. Maintain UP control of the overall route from Joliet to Q.

b. Jointly negotiate UP dispatching control for the following segments of, or points along the SPCSL:

i. 22nd Street Chicago to Joliet (CN).

ii. UD Tower in Joliet (Metra).

iii. Iles to Hazel Dell in Springfield (NS).

iv. Godfrey to Q Tower Joint trackage (KCS).

6) Develop a plan for efficient operation of all trains between WR Tower and St.Louis which best utilizes all available routes and river crossings (jointly with TRRA).

7) Complete the development of the plan and preliminary cost estimate by June 30, 2009 for the Joliet to Q segment.

a. Establish a regular review and communication process between the parties.

b. In the event a party determines that this project will not receive adequate ARRA or State funding to carry out the agreed upon plan, any party at its sole discretion, may give written notice to the other party and terminate this MOU.

c. The information to be developed and exchanged between the parties will include proprietary information of a confidential nature. The parties agree that while the public will be informed of the general progress of the study, proprietary information will be maintained in confidence by the parties and will be the subject of future specific confidentiality agreements, which the parties agree to put in place.

8) Upon successful completion of the Plan , pursue joint development of subsequent goals including the following:

a. More detailed Engineering cost estimates.

b. Negotiation of the terms of an agreement covering construction between the parties.

c. Project permitting, design and construction.

9) Work together to negotiate further agreements to implement this MOU.

Union Pacific Railroad

By _____

Title SR. VICE PRESIDENT

Date 5/8/09

By _____

Title VP - NETWORK PLANNING & OPERATIONS

Date 05/15/09

Illinois Department of Transportation

By _____

Title _____

Date _____

Approved as to Form

By _____

Title Chief Counsel

Date _____

Upload #15

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - amtrak Agreement in Principle

AGREEMENT IN PRINCIPLE BETWEEN STATE OF ILLINOIS
AND
NATIONAL RAILROAD PASSENGER CORPORATION
IN SUPPORT OF ARRA/PRIIA GRANT PROGRAM

THIS AGREEMENT IN PRINCIPLE ("AIP") made as of the _____ day of August, 2009, by and between the National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act (recodified at 49 U.S.C. § 24101 et seq.) and the laws of the District of Columbia and having its principal office and place of business in Washington, DC (hereinafter referred to as "Amtrak"), and the State of Illinois, acting by and through its Department of Transportation (hereinafter referred to as "State").

WHEREAS, pursuant to the American Recovery and Reinvestment Act of 2009 ("ARRA"), the Federal Railroad Administration ("FRA") has established a grant application process to fund projects for high-speed and intercity passenger rail authorized by the Passenger Rail Investment and Improvement Act of 2008 ("PRIIA") and appropriations under ARRA and the Department of Transportation Appropriations Acts of 2009 and 2008 ("FRA Grant Process"), and has issued interim program guidance governing the FRA Grant Process ("FRA Interim Guidance"); and

WHEREAS, the State desires to submit one or more grant applications pursuant to the FRA Grant Process ("the Application(s)"); and

WHEREAS, a prerequisite for grants is that the applicant reach, at a minimum, agreements in principle with the railroad that operates or will operate the benefiting high-speed or conventional speed intercity passenger rail service, and with the host railroads upon whose property construction improvements may be performed ("Host Railroad Agreement"); and

WHEREAS, the State has requested that Amtrak enter into this AIP in support of State's Application(s) pursuant to the FRA Grant Process; and

WHEREAS, Amtrak is authorized by 49 U.S.C. § 24101 et seq. to operate intercity passenger rail service in the United States; and

WHEREAS, Amtrak is willing to provide the requested intercity passenger rail operations, subject to the terms and conditions contained herein; and

WHEREAS, the State is authorized by applicable State law to enter into this AIP on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

1. Services to be Provided by Amtrak

(a) Amtrak and the State currently contract for operation of the *Lincoln Service*. The State desires Amtrak to improve that service by providing the following modified or additional service ("Improved Service"):

(1) Improved operating efficiencies for *Lincoln Service* trains through better coordination of train meets and higher train speeds resulting from the construction of an additional main track between Joliet and Elwood and a new siding at Mazonia on the Union Pacific Railroad.

(2) Improved on time performance and better reliability for *Lincoln Service* trains operating on the Chicago-St. Louis corridor.

(b) The commencement of the Improved Service is conditioned on the following:

(1) Submission by the State of Application(s) that comply with applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Section 3.4, and the proportionate cost-sharing provisions in Sections 2.5.1 and 5.1.1.1, of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application(s);

(2) Execution by the State and Amtrak of agreements governing (i) the provision by the State of stations, equipment maintenance facilities, and other facilities required for the Improved Service; (ii) the terms under which any Amtrak-owned equipment to be utilized for the Improved Service will be provided, including State payments for any associated capital costs and for use of such equipment; (iii) implementation of the Improved Service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and State funding of associated costs incurred by Amtrak; and (iv) terms and conditions for operation of the Improved Service by Amtrak, including State funding of costs associated with the Improved Service in accordance with Amtrak's then-current state supported service pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA;

(3) Execution by the State and host railroad(s), and Amtrak if applicable, of Host Railroad Agreement(s), such agreements to include: (a) a description of project(s) to be completed by the

host railroad(s) related to the Improved Service as described in Section 1(a) ("Project(s)"); and (b) clearly defined service outcomes associated with the investment to be made in host railroad(s) infrastructure, including number of frequencies, scheduled trip times, and maximum delay minutes per trip, that are consistent with any then-current on-time performance and delay standards issued by the FRA or other agencies with regulatory authority (sample service outcomes provisions are appended as Exhibit A);

(4) Execution of agreements, or amendments to agreements, between Amtrak and the host railroad(s) regarding operation of the Improved Service;

(5) Satisfactory completion of stations, facilities and other infrastructure improvements identified, in the agreements referenced above, as necessary for operation of the Improved Service; and

(6) Completion of hiring, training and qualifying Amtrak crews deemed by Amtrak as necessary to support the Improved Service, and satisfaction of all legal, regulatory, safety and other prerequisites to initiation of the Improved Service.

2. Reimbursement of Pre-Award Costs. Pursuant to Section 4.3.8 of the FRA Interim Guidance, the State agrees that it will include in its Application(s) a request for reimbursement of pre-award costs that may be incurred by Amtrak in support of the Application(s) but for which the State has not otherwise agreed to reimburse Amtrak.

3. Term and Termination. The parties agree that the purpose of this AIP is to support first round Applications, defined as those Applications for FRA Funding Tracks 1, 3 and 4 (due August 24, 2009) and Track 2 (due October 2, 2009). As such, this AIP shall automatically terminate in the event the State fails to submit first round Application(s) consistent with this AIP that are necessary to fully implement the New Service, Improved Service and/or acquire the New Equipment described above. In addition, either party may terminate this AIP, on five (5) days prior written notice, for any event that it determines will materially impact completion of the Projects necessary to support, or implementation of, the New Service, Improved Service and/or acquisition and utilization of the New Equipment, such events including, but not limited to, a material change affecting the planned New Service, Improved Service, and/or acquisition of New Equipment; FRA's failure to fully fund the Projects described in the Applications; or failure of the parties to reach the agreements described above.

4. Notices. Any notice, request or other communication to either party by the other as provided for herein shall be given in writing, sent by first-class mail, return receipt requested or by overnight courier, and shall be deemed given upon actual receipt by the addressee. Notices shall be addressed as follows:

If to Amtrak: National Railroad Passenger Corporation
525 W. Van Buren St.
Chicago, IL 60607
Attention: Michael Franke

If to State: Bureau of Railroads, Illinois Department of Transportation
2300 S. Dirksen Parkway – Room 339
Springfield, Illinois 62764
Attention: George Weber, Chief

State shall promptly notify Amtrak of any development, including actions by or communications from FRA or host railroads, that could materially impact the Applications; funding for the Projects or for their implementation; the execution of Host Railroad Agreements; or the completion or implementation of the Projects.

5. Governing Law. This AIP shall be governed by and construed in accordance with the laws of the District of Columbia.

6. Modification. This AIP constitutes the entire agreement between the parties and supersedes any and all prior representations, understandings or agreements between the parties, whether oral or written, concerning the subject matter hereof. This AIP or any part hereof may not be changed, amended or modified, except by written agreement of the parties as signed by duly authorized representatives of both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the day and year first hereinabove written.

NATIONAL RAILROAD PASSENGER CORPORATION

By: _____
Stephen J. Gardner
Vice President Policy and Development

STATE OF ILLINOIS

By: _____
George Weber
Bureau Chief

EXHIBIT A

SERVICE OUTCOMES FOR INTERCITY PASSENGER SERVICE [SAMPLE]

As the projects identified in the table below are completed, Host commits that the following service outcomes shall be achieved for each intercity passenger train operating on Host between X and Y:

[[Note: Numbers are illustrative only; table to be completed based on modeling results agreed to by the parties. Complete a separate table for each Amtrak service and train origin/destination on the route receiving investment)]]

Phase No.	Description (Upon Completion of Listed Projects)	Round Trips per Day	Scheduled Trip Time (X to Y)	Delay Ceiling (Maximum Host-Responsible Delay Minutes per Trip)
1	*Baseline – Current Service*	*2*	*3h 30m*	*17*
2	Operating Improvements	2	3h30m	14
3	Maintenance Improvements	2	3h0m	12
4	Projects 1, 2, and 3	3	3h30m	11
5	Projects 3 and 4	3	3h15m	9
6	Projects 5, 6, 7, and 8	4	3h15m	8
7	Projects 9 and 10	4	3h0m	7

"Host Responsible Delay Minutes" – shall be as measured using Amtrak's Conductor Delay Reports (CDRs) for the following delay categories: Freight Train Interference (FTI), Passenger Train Interference (PTI), Commuter Train Interference (CTI), Routing (RTE), Slow Orders (DSR), Signals (DSG), Maintenance of Way (DMW), and Detour (DTR).

"Delay Ceiling" shall be defined as the maximum allowable Host-Responsible Delay Minutes per one-way Amtrak trip. Host's compliance with the Delay Ceiling will be determined by comparing the Delay Ceiling to the "Monthly Actual Average Host-Responsible Delay Minutes per Trip" for each Amtrak Train, which shall be calculated monthly for each train as the total of Host Responsible Delay Minutes for each calendar month divided by the number of trips operated during the calendar month. Temporary adjustments to the Delay Ceiling may be negotiated by the parties due to major track maintenance projects.

If, in any calendar month, the Monthly Actual Average Host-Responsible Delay Minutes per Trip on any Amtrak train operating between X and Y exceeds the Delay Ceiling in the table above, Host shall make, at Host's sole expense, any operational, maintenance, or capital improvements necessary to reduce Monthly Actual Average Host-Responsible Delay Minutes per Trip on intercity passenger trains to or below the Delay Ceiling within two calendar months following the initial failure to achieve the Delay Ceiling.

Host agrees to amendment of the operating agreement between Host and Amtrak to incorporate and reflect the infrastructure improvements, service outcomes, and provisions above.

Upload #16

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - 424C

IL - Dwight-Joliet - Mazonia Siding and New 2nd Main Track Projects - Using August 21, 2009 Costs/Distribution

OMB Approval No. 0348-0041

BUDGET INFORMATION - Construction Programs

TE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case you will be notifi

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Column A - B)
1. Administrative and legal expenses	$880,558.31		$880,558.31
2. Land, structures, rights-of-way, appraisals, etc. *esc value	$4,798,923.37		$4,798,923.37
3. Relocation expenses and payments			$0.00
4. Architectural and engineering fees	$6,491,987.11		$6,491,987.11
5. Other architectural and engineering fees			$0.00
6. Project inspection fees			$0.00
7. Site work	$13,878,358.49		$13,878,358.49
8. Demolition and removal			$0.00
9. Construction	$30,229,510.78		$30,229,510.78
10. Equipment	$31,776,337.95		$31,776,337.95
11. Miscellaneous			$0.00
12. SUBTOTAL (sum of lines 1-11)	$88,055,676.00		$88,055,676.00
13. Contingencies	$0.00		$0.00
14. SUBTOTAL	$88,055,676.00		$88,055,676.00
15. Project (program) income	$0.00		$0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	$88,055,676.00		$88,055,676.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult ARC State office for percentage share.) Enter the resulting Federal share.	Enter eligible costs from line _$88,055,676_____ and multiply by __94.8__ %		$83,466,040

Standard Form 424C (7-97)
Prescribed by OMB Circular A-102

Upload #17

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	424C - Dwight North

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ASSURANCES AND CERTIFICATIONS

APPENDIX C

TABLE OF CONTENTS

1. INCORPORATION OF ASSURANCES AND CERTIFICATIONS

a. Document Source.

These assurances and certifications are submitted by the applicant as part of the project application for federal assistance.

b. False or Fraudulent Statements or Claims.

The Grantee acknowledges that if it makes or has made a false, fictitious, or fraudulent claim, statement, submission, or certification to the Government in connection with this project, the Government reserves the right to impose on the Grantee the penalties of 18 U.S.C. § 1001, 31 U.S.C. § 3801 et seq., and 49 U.S.C. app. § 1607a(h), as the Government may deem appropriate. The terms of U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to this project.

c. Incorporations of Assurances and Certifications.

Upon acceptance of the grant offer by the Grantor (FRA), these certification and assurances are incorporated in and become part of the Grant Agreement.

2. - ASSURANCES AND CERTIFICATIONS

The Grantee hereby assures and certifies, with respect to the Grant Agreement, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to the application, acceptance, and use of Federal funds for this project including, but not limited to the following:

a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters--Primary Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower- tier covered transaction, participant, person, primary covered, transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily, excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters--Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State of local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization: Illinois Department of Transportation

Signature of Authorized Official: (Date:) August 24, 2009

Print Name: George E. Weber

b. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions arid in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions

(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization:	Illinois Department of Tranportation
Signature of Authorized Official: (Date:)	August 24, 2009
Print Name:	George E. Weber

c. Certification Regarding Drug-Free Workplace Requirements

Instructions for Certification

1. By signing and/or submitting this application or grant agreement, the grantee is providing the certification set out below.

2. The certification set out below is a material representation of fact upon which reliance is placed when the agency awards the grant. If it is later determined that the grantee knowingly rendered a false certification, or otherwise violates the requirements of the Drug-Free Workplace Act, the agency, in addition to any other remedies available to the Federal Government, may take action authorized under the Drug-Free Workplace Act.

3. For grantees other than individuals, Alternate I applies.

4. For grantees who are individuals, Alternate II applies.

5. Workplaces under grants, for grantees other than individuals, need not be identified on the certification. If known, they may be identified in the grant application. If the grantee does not identify the workplaces at the time of application,- or upon award, if there is no application, the grantee must keep the identity of the workplace(s) on file in its office and make the information available for Federal inspection. Failure to identify all known workplaces constitutes a violation of the grantee's drug-free workplace requirements.

6. Workplace identifications must include the actual address of buildings (or parts of buildings) or other sites where work under the grant takes place. Categorical descriptions may be used (e.g., all vehicles of a mass transit authority or State highway department while in operation, State employees in each local unemployment office, performers in concert halls or radio studios).

7. If the workplace identified to the agency changes during the performance of the grant, the grantee shall inform the agency of the change(s), if it previously identified the workplaces in question (see paragraph five).

8. Definitions of terms in the Nonprocurement Suspension and Debarment common rule and Drug-Free Workplace common rule apply to this certification. Grantees' attention is called, in particular, to the following definitions from these rules:

Controlled substance means a controlled substance in Schedules I through V of the Controlled Substances Act (21 U.S.C. 812) and as further defined by regulation (21 CPR 1308.11 through 1308.15);

Conviction means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes;

Criminal drug statute means a Federal or non-Federal criminal statute involving the manufacture, distribution, dispensing, use, or possession of any controlled substance;

Employee means the employee of a grantee directly engaged in the performance of work under a grant, including: (i) All direct charge employees; (ii) All indirect charge employees unless their impact or involvement is insignificant to the performance of the grant; and, (iii) Temporary personnel and consultants who are directly engaged in the performance of work under the grant and who are on the grantee's payroll. This definition does not include workers not on the payroll of the grantee (e.g., volunteers, even if used to meet a matching requirement; consultants or independent contractors not on the grantee's payroll; or employees of subrecipients or subcontractors in covered workplaces).

Certification Regarding Drug-Free Workplace Requirements

Alternate I. (Grantees Other Than Individuals)

A. The grantee certifies that it will or will continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about--

(1) The dangers of drug abuse in the workplace;

(2) The grantee's policy of maintaining a drug-free workplace;

(3) Any available drug counseling, rehabilitation, and employee assistance programs; and

(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will

(1) Abide by the terms of the statement; and

(2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer or other designee on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under paragraph (d)(2), with respect to any employee who is so convicted--

(1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

(2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

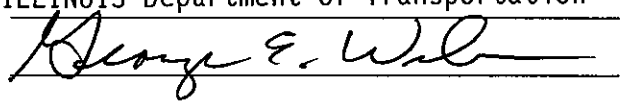
(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

B. The grantee may insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

Grantee Organization: ILLINOIS Department of Transportation

Signature of Authorized Official: 

(Date:) August 24, 2009

Print Name: George E. Weber

Alternate II. (Grantees Who Are Individuals)

(a) The grantee certifies that, as a condition of the grant, he or she will not engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in conducting any activity with the grant;
(b) If convicted of a criminal drug offense resulting from a violation occurring during the conduct of any grant activity, he or she will report the conviction, in writing, within 10 calendar days of the conviction, to every grant officer or other designee, unless the Federal agency designates a central point for the receipt of such notices. When notice is made to such a central point, it shall include the identification number(s) of each affected grant.

Grantee Organization: _____

Signature of Authorized Official: _____

(Date:) _____

Print Name: _____

d. Certification Regarding Lobbying

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to
influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the Federal loan, the entering into of any cooperative agreement, and
continuation, renewal, amendment, or modification of any Federal making of any the extension, contract, grant, loan, or cooperative agreement.
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Grantee Organization: Illinois Department of Transportation

Signature of Authorized Official: (DATE:) 8-24-05

Print Name: George E. Weber

Title: Bureau Chief

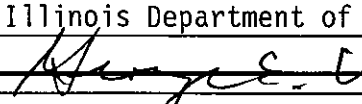
Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Grantee Organization: Illinois Department of Transportaion

Signature of Authorized Official: (DATE:) 

Print Name: George E. Weber

Title: Bureau Chief

e. **CERTIFICATE OF INDIRECT COSTS**

I have reviewed the indirect cost proposal date. This is to certify that:

1. All costs included in the proposal(s) submitted on to establish provisional, final or fixed indirect costs rates, or cost allocation plans, for the period , through are allowable in accordance with the requirements

of grants/contracts to which they apply and with the Federal cost principles; i.e. (Please check the applicable cost principles)

- [X] OMB Circular A-87, Cost Principles for State, Local and Federally-recognized Indian Tribal Governments
- [ ] OMB Circular A-122, Cost Principles for Nonprofit Organizations
- [ ] Federal Acquisition Regulation (FAR), Subpart 31.2, Cost Principles for Commercial Organizations
- [ ] OMB Circular A-21, Cost Principles for Educational Institutions

2.This proposal does not include any costs, which are unallowable under the applicable Federal cost principles. For example, advertising, contributions and donations, bad debts, entertainment costs, fines and penalties, general government expenses, and defense of fraud proceedings;

3. The requirements and standards on Lobbying Costs for nonprofit (A-122) and commercial (FAR) organizations have been complied with for the fiscal year ended , and

4. All costs included in this proposal are properly allocable to Department of Labor grants /contracts on the basis of a beneficial or causal relationship between the expenses incurred and the grants/contracts to which they are allocated in accordance with the applicable Federal cost principles.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seg.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Grantee / Contractor: Illinois Department of Transportation

Signature

Name of Authorized Official: (DATE:) GEORGE E. WEBER

Title: Bureau Chief

Date: August 24, 2009

GRANTEE FILL-IN INFORMATION

Section 109. Payment Method.

Payment of FRA funding through FRA's Office of Financial Services, shall be made in accordance with the provisions in Attachment 2, if attached and applicable, "Receipt Organization Procedures for Requesting Advance Payment": and the following (as checked):

☐ FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19, as applicable, the Grantee is willing and able to minimize the elapsing time between the transfer of Federal funds and Grantee disbursement, and has an adequate financial management system to implement those procedures to accomplish this, and is therefore to be paid in advance.

The Grantee hereby selects the following method for transfer of advance funds (select one):

☐ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 5805 (formerly TFS 5805) in accordance with Attachment 2, if attached.

☐ Treasury Check.
Grantee submits SF 1194, SF 5808 (formerly TFS 5805) and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

_____
_____
_____

☒ Either the Grantee has elected to be paid by method of reimbursement, or FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19 as applicable, the Grantee is not eligible to be paid in advance, and is therefore to be reimbursed, after the submission of proper invoices, for actual expenses incurred.

The Grantee hereby selects the following method for transfer of reimbursed funds (select one):

☒ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 270 in accordance with Article II.

☐ Treasury Check:
Grantee submits SF 1194, SF 270 and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

_____
_____
_____

Upload #18

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - assurances and Certifications

U.S. Department of Transportation
Federal Railroad Administration

Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying

PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions (Pursuant to 2 CFR Part 180)

(1) The grantee certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

A. The grantee certifies that it will or continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about—
(1) The dangers of drug abuse in the workplace;
(2) The grantee's policy of maintaining a drug-free workplace;
(3) Any available drug counseling, rehabilitation, and employee assistance programs; and
(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   (1) Abide by the terms of the statement; and
   (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
   (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
   (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

_____

_____

_____

Check ____ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK____ IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING $100,000
OR
A FEDERAL LOAN EXCEEDING $150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber - Bureau Chief

TYPED NAME AND TITLE

08/21/2009

DATE

Upload #19

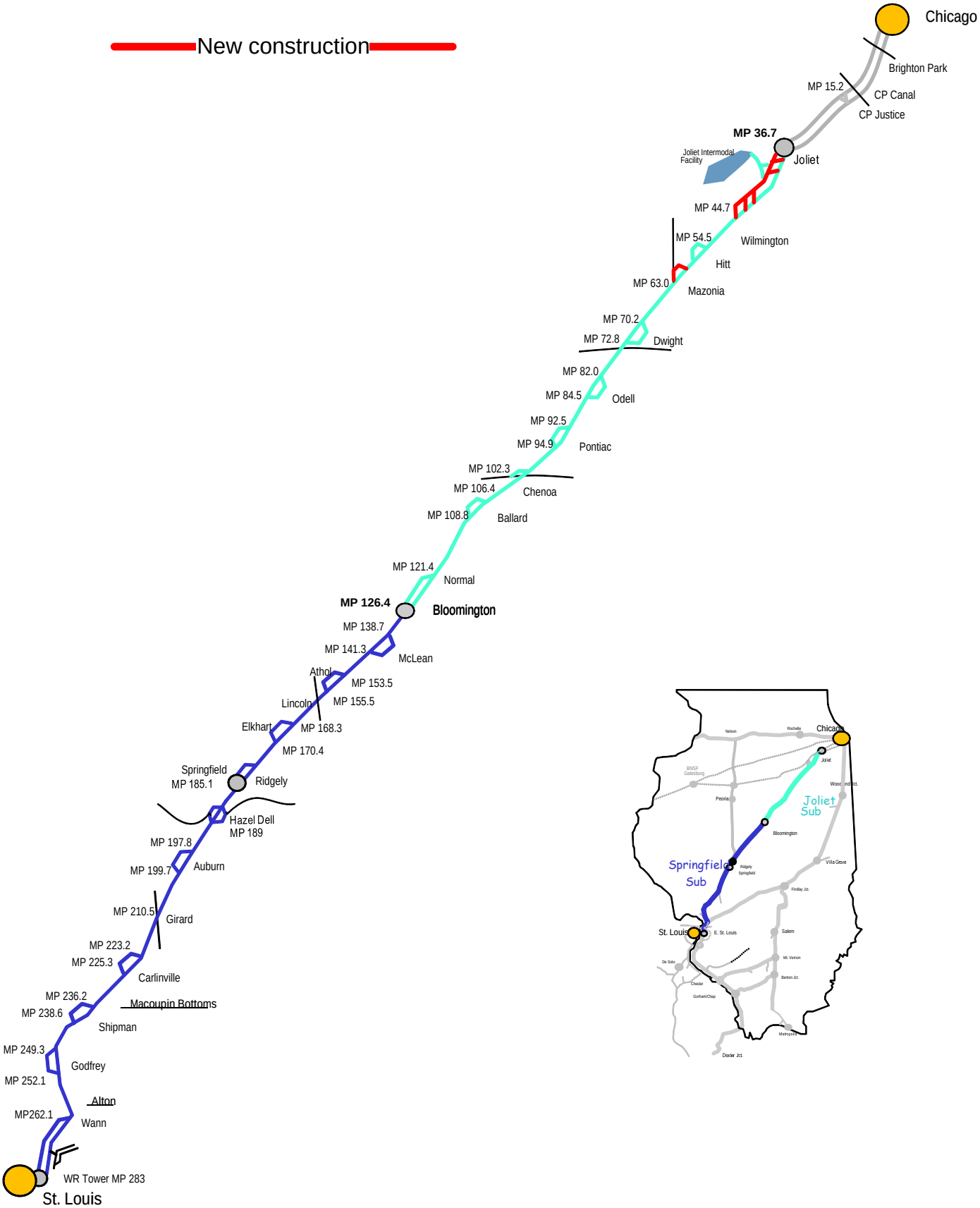
Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - Map

Chicago to St. Louis ARRA Application

Track 1A 2004 ROD

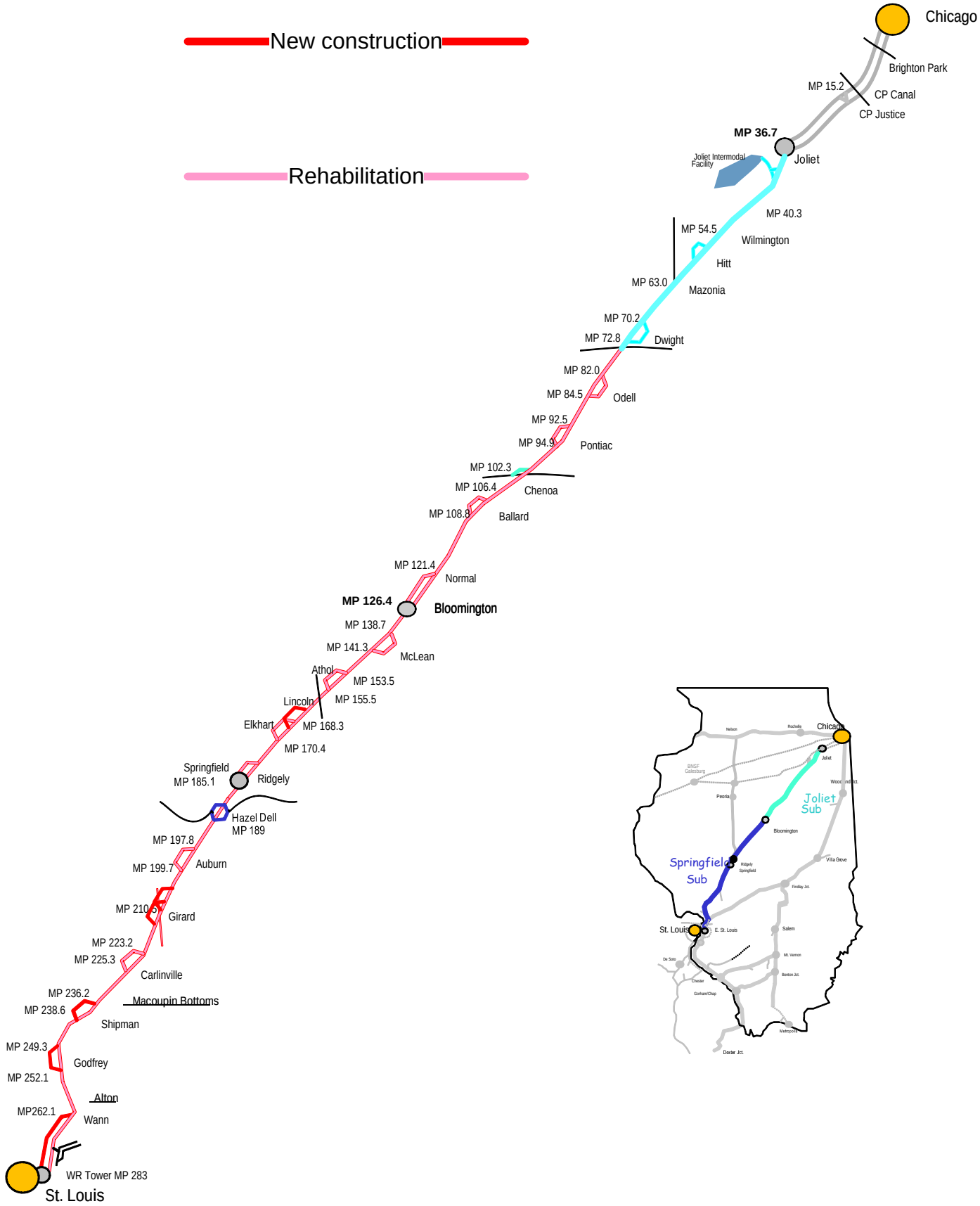
Chicago to St. Louis ARRA Application

Track 1A CE



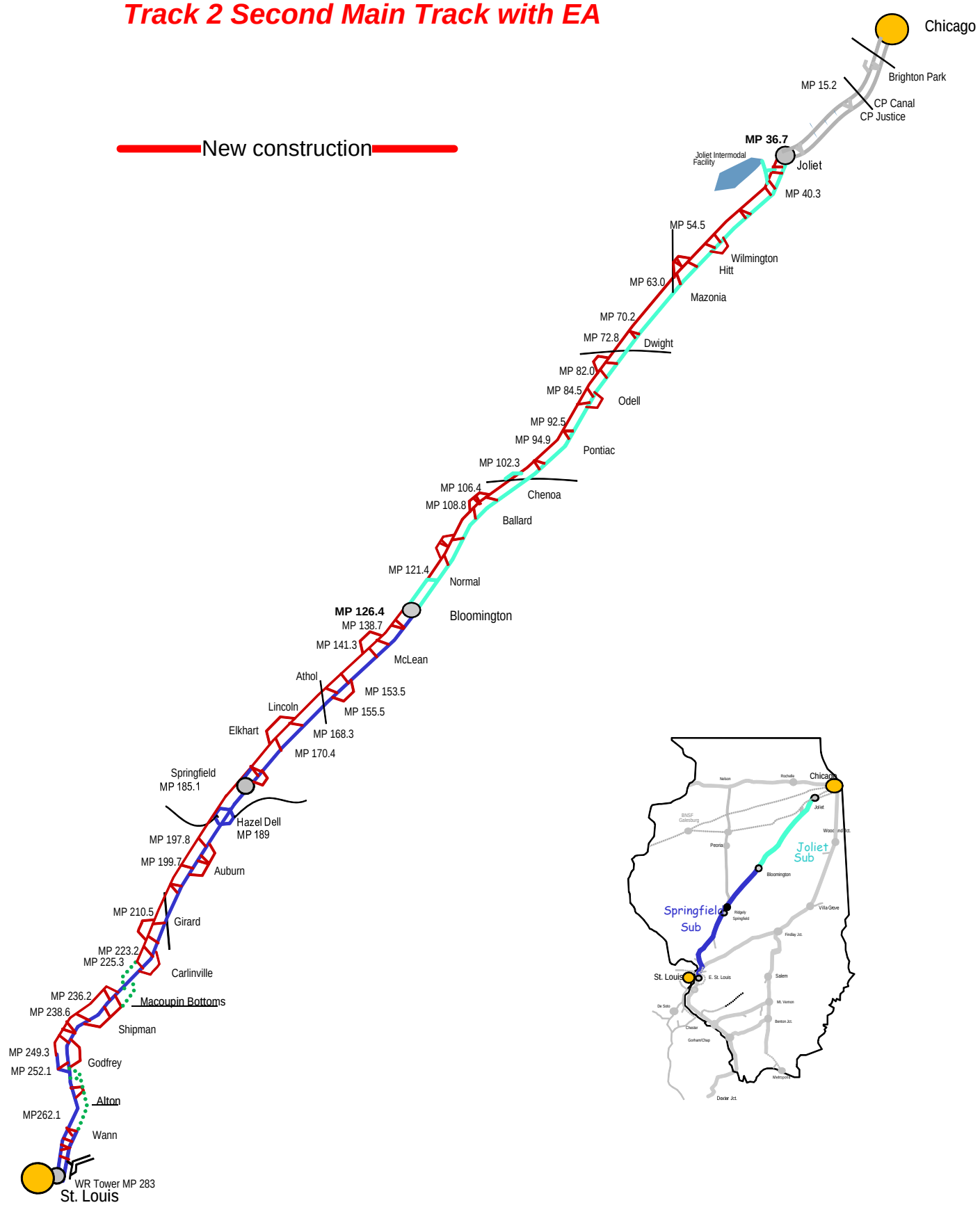
Chicago to St. Louis ARRA Application

Track 2 2004 ROD



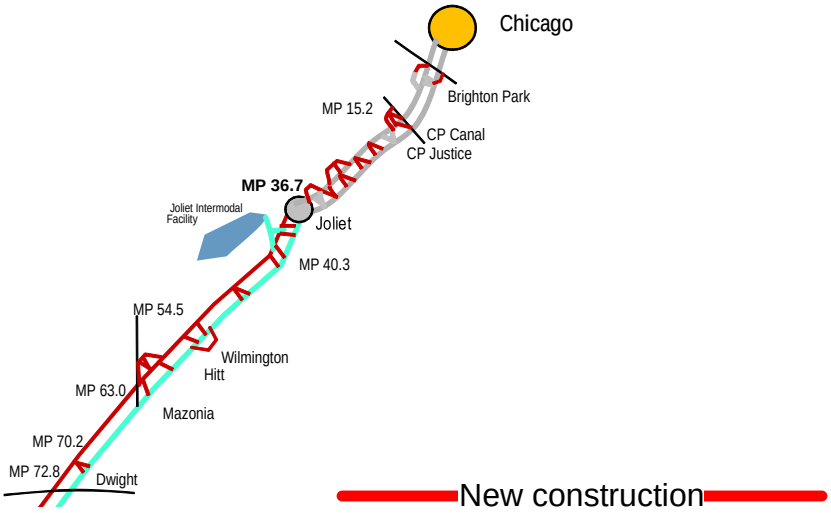
Chicago to St. Louis ARRA Application

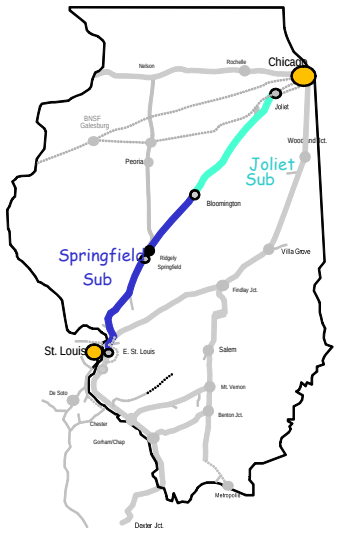
Track 2 Second Main Track with EA



Chicago Terminal ARRA Application

Track 2 Chicago-Dwight





Upload #20

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - RTC analysis

DRAFT - IDOT / SPCSL Track 1 Stimulus RTC Analysis

Supporting ARRA Track 1 Funding Application(s)

8/19/2009

Chicago - St. Louis →

	A	B		C	
Improvements & Measurements	**Base**	**Dwight - St. Louis**		**Dwight - Joliet**	
Improvements Included					
Application 1					
1. Siding Rehab - 14	N	Y		N	
Application 2					
1. Joliet - Elwood 2MT	N	N		Y	
2. North Mazonia Siding	N	N		Y	
Daily Trains		**Actl**	**vs Base**	**Actl**	**vs Base**
Illinois Corridor	8	8		8	
Texas Eagle	2	2		2	
On Time Performance (RTC Model)					
Illinois Corridor	73%	79%	9%	90%	23%
Texas Eagle	67%	83%	25%	75%	13%
Transit Hrs per Train					
Illinois Corridor	5.5	5.4	3%	5.3	4%
Texas Eagle	6.0	5.8	5%	5.8	4%
Velocity (MPH)					
Illinois Corridor	52.9	54.5	3%	55.1	4%
Texas Eagle	48.0	50.4	5%	50.1	4%
Delay Min per 10,000 TM					
Illinois Corridor	686	361	47%	234	66%
Texas Eagle	1,559	954	39%	1,031	34%

UP Network Planning

Upload #21

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000129
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1a - Projects (Final Design/Construction)IL-Dwight-Joliet Siding Improvements
Status:	Submitted
Document Title:	Dwight North - ROW Value

Property (1)								
LMS ID	Val Sec	Map Pfx	Map #	Map Sfx	Parcel #	Parcel Sfx	Total Area	Occupied Area (sf)
185429	CSLIL	S	2	A	12	937477	2.3	50094
185439	CSLIL	S	2	B	13	937489	4.59	99970.2
185440	CSLIL	S	2	B	14	937490	2.2957	50000.346
183527	CSLIL		3		1	937497	6.6	143748
183528	CSLIL		3		1	937498	0.31	6751.8
183529	CSLIL		3		1	937499	4.8	104544
183530	CSLIL		3		2	937500	7.14	155509.2
183531	CSLIL		3		2	937501	9.96	174803.8
183532	CSLIL		3		3	937502	5.83	114102.4
183533	CSLIL		3		3	937503	0.29	6316.2
183534	CSLIL		3		4	937504	1.26	27442.8
183544	CSLIL		4		1	937514	0.68	14810.4
183545	CSLIL		4		1	937515	3.67	79932.6
183547	CSLIL		4		2	937517	3.08	67082.4
183548	CSLIL		4		3	937518	3.08	67082.4
183549	CSLIL		4		3	937519	0.04	871.2
183550	CSLIL		4		4	937520	3.1	67518
183551	CSLIL		4		4	937521	1.17	25482.6
183552	CSLIL		4		5	937522	3.09	67300.2
183553	CSLIL		4		6	937523	3	65340
183554	CSLIL		4		6	937524	1.17	25482.6
183555	CSLIL		4		7	937525	3.36	73180.8
183563	CSLIL		5		1	937533	6.17	134382.6
183564	CSLIL		5		1	937534	0.18	3920.4
183565	CSLIL		5		2	937535	3.74	81457.2
183566	CSLIL		5		2	937536	0.02	435.6
183567	CSLIL		5		3	937537	2.45	53361
183568	CSLIL		5		3	937538	0.77	16770.6
183569	CSLIL		5		4	937539	6.17	134382.6
183570	CSLIL		5		4	937540	0.13	2831.4
183571	CSLIL		5		5	937541	6.06	131986.8
183572	CSLIL		5		5	937542	4.57	99534.6
183573	CSLIL		5		6	937543	0.13	2831.4
183574	CSLIL		5		6	937544	0.69	15028.2
183582	CSLIL		6		1	937552	0.16	3484.8
183583	CSLIL		6		1	937553	2.32	50529.6
183584	CSLIL		6		2	937554	3.09	67300.2
183585	CSLIL		6		2	937555	0.53	11543.4
183586	CSLIL		6		3	937556	0.53	11543.4
183587	CSLIL		6		3	937557	6.12	133293.6
183588	CSLIL		6		4	937558	2.67	58152.6
183589	CSLIL		6		4	937559	0.98	21344.4
183590	CSLIL		6		5	937560	3.07	66864.6
183591	CSLIL		6		5	937561	1.57	34194.6

183592	CSLIL	6	6	937562	0.89	19384.2
183593	CSLIL	6	6	937563	0.41	8929.8
183687	CSLIL	12	10	937657	1.85	40293
183689	CSLIL	13	1	937659	0.09	1960.2
183690	CSLIL	13	2	937660	0.03	653.4
183691	CSLIL	13	3	937661	8.5	185130
183692	CSLIL	13	4	937662	0.01	217.8
183693	CSLIL	13	5	937663	0.16	3484.8
183694	CSLIL	13	6	937664	4.3	93654
183695	CSLIL	13	7	937665	4.28	93218.4
183696	CSLIL	13	8	937666	0.14	3049.2
183697	CSLIL	13	9	937667	0.01	217.8
183698	CSLIL	14	1	937668	8.35	181863

ATF value

Corridor Va

Unit Value (sf)	Total
$ 1.25	$ 62,617.50
$ 1.25	$ 124,962.75
$ 1.25	$ 62,500.43
$ 1.25	$ 179,685.00
$ 1.25	$ 8,439.75
$ 1.25	$ 130,680.00
$ 1.25	$ 194,386.50
$ 1.25	$ 218,504.75
$ 1.25	$ 142,628.00
$ 1.25	$ 7,895.25
$ 1.25	$ 34,303.50
$ 1.25	$ 18,513.00
$ 1.25	$ 99,915.75
$ 1.25	$ 83,853.00
$ 1.25	$ 83,853.00
$ 1.25	$ 1,089.00
$ 1.25	$ 84,397.50
$ 1.25	$ 31,853.25
$ 1.25	$ 84,125.25
$ 1.25	$ 81,675.00
$ 1.25	$ 31,853.25
$ 1.25	$ 91,476.00
$ 1.25	$ 167,978.25
$ 1.25	$ 4,900.50
$ 1.25	$ 101,821.50
$ 1.25	$ 544.50
$ 1.25	$ 66,701.25
$ 1.25	$ 20,963.25
$ 1.25	$ 167,978.25
$ 1.25	$ 3,539.25
$ 1.25	$ 164,983.50
$ 1.25	$ 124,418.25
$ 1.25	$ 3,539.25
$ 1.25	$ 18,785.25
$ 1.28	$ 4,460.54
$ 1.28	$ 64,677.89
$ 1.28	$ 86,144.26
$ 1.28	$ 14,775.55
$ 1.28	$ 14,775.55
$ 1.28	$ 170,615.81
$ 1.28	$ 74,435.33
$ 1.28	$ 27,320.83
$ 1.28	$ 85,586.69
$ 1.28	$ 43,769.09

$	1.28	$	24,811.78
$	1.28	$	11,430.14
$	1.88	$	75,750.84
$	1.00	$	1,960.20
$	1.00	$	653.40
$	1.00	$	185,130.00
$	1.00	$	217.80
$	1.00	$	3,484.80
$	1.00	$	93,654.00
$	1.00	$	93,218.40
$	1.00	$	3,049.20
$	1.00	$	217.80
$	1.13	$	205,505.19
		$	3,991,005.52

alue $ 4,589,656.35